

MASON'S



Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.

Youthful Sight at Forty-five
can be yours by the use of
BI-FOCAL GLASSES
Obtainable from
N. LAZARUS
OPHTHALMIC OPTICIAN,
14, Queen's Road Central, HONGKONG.

No. 19,518. 號六十六百五千九萬一第 日八初月一十年申庚 HONGKONG, FRIDAY, DECEMBER 17TH, 1920. 五拜禮 號七十月二十年九國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS
ALLSOPP'S
BRITISH
PILSENER BEER
BREWED AND BOTTLED AT
BURTON-ON-TRENT.

SOLE AGENTS:
CALDBECK,
MACGREGOR &
CO., LTD.
15, QUEEN'S ROAD CENTRAL.
Tel No. 75.

CARTRIDGES!
NEWLY ARRIVED.

A large consignment of **WINY'S**
SPORTING CARTRIDGES, 12, 16,
and 20 bore, loaded with the Sportsman's
Favourite powders—E. O. and SMOKELESS
DIAMOND.
THE HONGKONG SPORTING ARMS
AND AMMUNITION STORE,
Nos. 4-6, Beaconsfield Avenue.

A LING & CO.
19, Queen's Road Central,
HONGKONG.

FURNITURE AND PHOTO
GOODS STORE.
Glass Etching, Sign-Board and
Mirror Maker.
Canton Marble in Various Shades.
Photographic Goods of Every Description
in Stock.
Developing, Printing and Enlarging
Undertaken.
Telephone 1219.

FRENCH LESSONS
G. MOUSSON,
15, Morrison Hill Road.

PEAK TRAMWAY CO.,
LIMITED.
TIME-TABLE.

Week Days	
7.00 a.m.	8.00 a.m. every 15 minutes
8.00 "	9.30 "
9.30 "	11.00 "
11.30 "	12.30 p.m.
12.30 p.m.	2.30 "
2.30 "	5.00 "
5.00 "	6.10 "
Night Cars	
8.40 p.m.	9.00 p.m., 9.20 p.m.
9.20 p.m.	to 11.30 p.m. every 30 minutes
	11.40 p.m.
Sundays	
7.30 a.m.	
8.00 a.m.	to 10.30 a.m. every 15 minutes
10.30 "	11.40 "
11.40 "	12.00 noon "
12.00 noon "	1.00 p.m. "
1.00 p.m.	2.30 "
2.30 "	5.00 "
5.00 "	6.30 "
6.30 "	8.10 "
Night Cars	
	As on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.
Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars. No special ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Comptroller Order representing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME-TABLE

On and after **TUESDAY, NOVEMBER 2nd, 1920**, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 1 Local	No. 2 Through Express	No. 3 Through Express	No. 4 Through Express	No. 5 Through Express	No. 6 Through Express	No. 7 Through Express	No. 8 Through Express	No. 9 Through Express	No. 10 Through Express	No. 11 Through Express	No. 12 Through Express	No. 13 Through Express	No. 14 Through Express	No. 15 Through Express	No. 16 Through Express	No. 17 Through Express	No. 18 Through Express	No. 19 Through Express	No. 20 Through Express	No. 21 Through Express	No. 22 Through Express	No. 23 Through Express	No. 24 Through Express	No. 25 Through Express	No. 26 Through Express	No. 27 Through Express	No. 28 Through Express	No. 29 Through Express	No. 30 Through Express	No. 31 Through Express	No. 32 Through Express	No. 33 Through Express	No. 34 Through Express	No. 35 Through Express	No. 36 Through Express	No. 37 Through Express	No. 38 Through Express	No. 39 Through Express	No. 40 Through Express	No. 41 Through Express	No. 42 Through Express	No. 43 Through Express	No. 44 Through Express	No. 45 Through Express	No. 46 Through Express	No. 47 Through Express	No. 48 Through Express	No. 49 Through Express	No. 50 Through Express	No. 51 Through Express	No. 52 Through Express	No. 53 Through Express	No. 54 Through Express	No. 55 Through Express	No. 56 Through Express	No. 57 Through Express	No. 58 Through Express	No. 59 Through Express	No. 60 Through Express	No. 61 Through Express	No. 62 Through Express	No. 63 Through Express	No. 64 Through Express	No. 65 Through Express	No. 66 Through Express	No. 67 Through Express	No. 68 Through Express	No. 69 Through Express	No. 70 Through Express	No. 71 Through Express	No. 72 Through Express	No. 73 Through Express	No. 74 Through Express	No. 75 Through Express	No. 76 Through Express	No. 77 Through Express	No. 78 Through Express	No. 79 Through Express	No. 80 Through Express	No. 81 Through Express	No. 82 Through Express	No. 83 Through Express	No. 84 Through Express	No. 85 Through Express	No. 86 Through Express	No. 87 Through Express	No. 88 Through Express	No. 89 Through Express	No. 90 Through Express	No. 91 Through Express	No. 92 Through Express	No. 93 Through Express	No. 94 Through Express	No. 95 Through Express	No. 96 Through Express	No. 97 Through Express	No. 98 Through Express	No. 99 Through Express	No. 100 Through Express	No. 101 Through Express	No. 102 Through Express	No. 103 Through Express	No. 104 Through Express	No. 105 Through Express	No. 106 Through Express	No. 107 Through Express	No. 108 Through Express	No. 109 Through Express	No. 110 Through Express	No. 111 Through Express	No. 112 Through Express	No. 113 Through Express	No. 114 Through Express	No. 115 Through Express	No. 116 Through Express	No. 117 Through Express	No. 118 Through Express	No. 119 Through Express	No. 120 Through Express	No. 121 Through Express	No. 122 Through Express	No. 123 Through Express	No. 124 Through Express	No. 125 Through Express	No. 126 Through Express	No. 127 Through Express	No. 128 Through Express	No. 129 Through Express	No. 130 Through Express	No. 131 Through Express	No. 132 Through Express	No. 133 Through Express	No. 134 Through Express	No. 135 Through Express	No. 136 Through Express	No. 137 Through Express	No. 138 Through Express	No. 139 Through Express	No. 140 Through Express	No. 141 Through Express	No. 142 Through Express	No. 143 Through Express	No. 144 Through Express	No. 145 Through Express	No. 146 Through Express	No. 147 Through Express	No. 148 Through Express	No. 149 Through Express	No. 150 Through Express	No. 151 Through Express	No. 152 Through Express	No. 153 Through Express	No. 154 Through Express	No. 155 Through Express	No. 156 Through Express	No. 157 Through Express	No. 158 Through Express	No. 159 Through Express	No. 160 Through Express	No. 161 Through Express	No. 162 Through Express	No. 163 Through Express	No. 164 Through Express	No. 165 Through Express	No. 166 Through Express	No. 167 Through Express	No. 168 Through Express	No. 169 Through Express	No. 170 Through Express	No. 171 Through Express	No. 172 Through Express	No. 173 Through Express	No. 174 Through Express	No. 175 Through Express	No. 176 Through Express	No. 177 Through Express	No. 178 Through Express	No. 179 Through Express	No. 180 Through Express	No. 181 Through Express	No. 182 Through Express	No. 183 Through Express	No. 184 Through Express	No. 185 Through Express	No. 186 Through Express	No. 187 Through Express	No. 188 Through Express	No. 189 Through Express	No. 190 Through Express	No. 191 Through Express	No. 192 Through Express	No. 193 Through Express	No. 194 Through Express	No. 195 Through Express	No. 196 Through Express	No. 197 Through Express	No. 198 Through Express	No. 199 Through Express	No. 200 Through Express	No. 201 Through Express	No. 202 Through Express	No. 203 Through Express	No. 204 Through Express	No. 205 Through Express	No. 206 Through Express	No. 207 Through Express	No. 208 Through Express	No. 209 Through Express	No. 210 Through Express	No. 211 Through Express	No. 212 Through Express	No. 213 Through Express	No. 214 Through Express	No. 215 Through Express	No. 216 Through Express	No. 217 Through Express	No. 218 Through Express	No. 219 Through Express	No. 220 Through Express	No. 221 Through Express	No. 222 Through Express	No. 223 Through Express	No. 224 Through Express	No. 225 Through Express	No. 226 Through Express	No. 227 Through Express	No. 228 Through Express	No. 229 Through Express	No. 230 Through Express	No. 231 Through Express	No. 232 Through Express	No. 233 Through Express	No. 234 Through Express	No. 235 Through Express	No. 236 Through Express	No. 237 Through Express	No. 238 Through Express	No. 239 Through Express	No. 240 Through Express	No. 241 Through Express	No. 242 Through Express	No. 243 Through Express	No. 244 Through Express	No. 245 Through Express	No. 246 Through Express	No. 247 Through Express	No. 248 Through Express	No. 249 Through Express	No. 250 Through Express	No. 251 Through Express	No. 252 Through Express	No. 253 Through Express	No. 254 Through 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Express	No. 338 Through Express	No. 339 Through Express	No. 340 Through Express	No. 341 Through Express	No. 342 Through Express	No. 343 Through Express	No. 344 Through Express	No. 345 Through Express	No. 346 Through Express	No. 347 Through Express	No. 348 Through Express	No. 349 Through Express	No. 350 Through Express	No. 351 Through Express	No. 352 Through Express	No. 353 Through Express	No. 354 Through Express	No. 355 Through Express	No. 356 Through Express	No. 357 Through Express	No. 358 Through Express	No. 359 Through Express	No. 360 Through Express	No. 361 Through Express	No. 362 Through Express	No. 363 Through Express	No. 364 Through Express	No. 365 Through Express	No. 366 Through Express	No. 367 Through Express	No. 368 Through Express	No. 369 Through Express	No. 370 Through Express	No. 371 Through Express	No. 372 Through Express	No. 373 Through Express	No. 374 Through Express	No. 375 Through Express	No. 376 Through Express	No. 377 Through Express	No. 378 Through Express	No. 379 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Through Express	No. 463 Through Express	No. 464 Through Express	No. 465 Through Express	No. 466 Through Express	No. 467 Through Express	No. 468 Through Express	No. 469 Through Express	No. 470 Through Express	No. 471 Through Express	No. 472 Through Express	No. 473 Through Express	No. 474 Through Express	No. 475 Through Express	No. 476 Through Express	No. 477 Through Express	No. 478 Through Express	No. 479 Through Express	No. 480 Through Express	No. 481 Through Express	No. 482 Through Express	No. 483 Through Express	No. 484 Through Express	No. 485 Through Express	No. 486 Through Express	No. 487 Through Express	No. 488 Through Express	No. 489 Through Express	No. 490 Through Express	No. 491 Through Express	No. 492 Through Express	No. 493 Through Express	No. 494 Through Express	No. 495 Through Express	No. 496 Through Express	No. 497 Through Express	No. 498 Through Express	No. 499 Through Express	No. 500 Through Express	No. 501 Through Express	No. 502 Through Express	No. 503 Through Express	No. 504 Through Express	No. 505 Through Express	No. 506 Through Express	No. 507 Through Express	No. 508 Through Express	No. 509 Through Express	No. 510 Through Express	No. 511 Through Express	No. 512 Through Express	No. 513 Through Express	No. 514 Through Express	No. 515 Through Express	No. 516 Through Express	No. 517 Through Express	No. 518 Through Express	No. 519 Through Express	No. 520 Through Express	No. 521 Through Express	No. 522 Through Express	No. 523 Through Express	No. 524 Through Express	No. 525 Through Express	No. 526 Through Express	No. 527 Through Express	No. 528 Through Express	No. 529 Through Express	No. 530 Through Express	No. 531 Through Express	No. 532 Through Express	No. 533 Through Express	No. 534 Through Express	No. 535 Through Express	No. 536 Through Express	No. 537 Through Express	No. 538 Through Express	No. 539 Through Express	No. 540 Through Express	No. 541 Through Express	No. 542 Through Express	No. 543 Through Express	No. 544 Through Express	No. 545 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Express	No. 587 Through Express	No. 588 Through Express	No. 589 Through Express	No. 590 Through Express	No. 591 Through Express	No. 592 Through Express	No. 593 Through Express	No. 594 Through Express	No. 595 Through Express	No. 596 Through Express	No. 597 Through Express	No. 598 Through Express	No. 599 Through Express	No. 600 Through Express	No. 601 Through Express	No. 602 Through Express	No. 603 Through Express	No. 604 Through Express	No. 605 Through Express	No. 606 Through Express	No. 607 Through Express	No. 608 Through Express	No. 609 Through Express	No. 610 Through Express	No. 611 Through Express	No. 612 Through Express	No. 613 Through Express	No. 614 Through Express	No. 615 Through Express	No. 616 Through Express	No. 617 Through Express	No. 618 Through Express	No. 619 Through Express	No. 620 Through Express	No. 621 Through Express	No. 622 Through Express	No. 623 Through Express	No. 624 Through Express	No. 625 Through Express	No. 626 Through Express	No. 627 Through Express	No. 628 Through Express	No. 629 Through Express	No. 630 Through Express	No. 631 Through Express	No. 632 Through Express	No. 633 Through Express	No. 634 Through Express	No. 635 Through Express	No. 636 Through Express	No. 637 Through Express	No. 638 Through Express	No. 639 Through Express	No. 640 Through Express	No. 641 Through Express	No. 642 Through Express	No. 643 Through Express	No. 644 Through Express	No. 645 Through Express	No. 646 Through Express	No. 647 Through Express	No. 648 Through Express	No. 649 Through Express	No. 650 Through Express	No. 651 Through Express	No. 652 Through Express	No. 653 Through Express	No. 654 Through Express	No. 655 Through Express	No. 656 Through Express	No. 657 Through Express	No. 658 Through Express	No. 659 Through Express	No. 660 Through Express	No. 661 Through Express	No. 662 Through Express	No. 663 Through Express	No. 664 Through Express	No. 665 Through Express	No. 666 Through Express	No. 667 Through Express	No. 668 Through Express	No. 669 Through Express	No. 670 Through Express	No. 671 Through Express	No. 672 Through Express	No. 673 Through Express	No. 674 Through Express	No. 675 Through Express	No. 676 Through Express	No. 677 Through Express	No. 678 Through Express	No. 679 Through Express	No. 680 Through Express	No. 681 Through Express	No. 682 Through Express	No. 683 Through Express	No. 684 Through Express	No. 685 Through Express	No. 686 Through Express	No. 687 Through Express	No. 688 Through Express	No. 689 Through Express	No. 690 Through Express	No. 691 Through Express	No. 692 Through Express	No. 693 Through Express	No. 694 Through Express	No. 695 Through Express	No. 696 Through Express	No. 697 Through Express	No. 698 Through Express	No. 699 Through Express	No. 700 Through Express	No. 701 Through Express	No. 702 Through Express	No. 703 Through Express	No. 704 Through Express	No. 705 Through Express	No. 706 Through Express	No. 707 Through Express	No. 708 Through Express	No. 709 Through Express	No. 710 Through Express	No. 711 Through Express	No. 712 Through Express	No. 713 Through Express	No. 714 Through Express	No. 715 Through Express	No. 716 Through Express	No. 717 Through Express	No. 718 Through Express	No. 719 Through Express	No. 720 Through Express	No. 721 Through Express	No. 722 Through Express	No. 723 Through Express	No. 724 Through Express	No. 725 Through Express	No. 726 Through Express	No. 727 Through Express	No. 728 Through Express	No. 729 Through Express	No. 730 Through Express	No. 731 Through Express	No. 732 Through Express	No. 733 Through Express	No. 734 Through Express	No. 735 Through Express	No. 736 Through Express	No. 737 Through Express	No. 738 Through Express	No. 739 Through Express	No. 740 Through Express	No. 741 Through Express	No. 742 Through Express	No. 743 Through Express	No. 744 Through Express	No. 745 Through Express	No. 746 Through Express	No. 747 Through Express	No. 748 Through Express	No. 749 Through Express	No. 750 Through Express	No. 751 Through Express	No. 752 Through Express	No. 753 Through Express	No. 754 Through Express	No. 755 Through Express	No. 756 Through Express	No. 757 Through Express	No. 758 Through Express	No. 759 Through Express	No. 760 Through Express	No. 761 Through Express	No. 762 Through Express	No. 763 Through Express	No. 764 Through Express	No. 765 Through Express	No. 766 Through Express	No. 767 Through Express	No. 768 Through Express	No. 769 Through Express	No. 770 Through Express	No. 771 Through Express	No. 772 Through Express	No. 773 Through Express	No. 774 Through Express	No. 775 Through Express	No. 776 Through Express	No. 777 Through Express	No. 778 Through Express	No. 779 Through Express	No. 780 Through Express	No. 781 Through Express	No. 782 Through Express	No. 783 Through Express	No. 784 Through Express	No. 785 Through Express	No. 786 Through Express	No. 787 Through Express	No. 788 Through Express	No. 789 Through Express	No. 790 Through Express	No. 791 Through Express	No. 792 Through Express	No. 793 Through Express	No. 794 Through Express	No. 795 Through Express	No. 796 Through Express	No. 797 Through Express	No. 798 Through Express	No. 799 Through Express	No. 800 Through Express	No. 801 Through Express	No. 802 Through Express	No. 803 Through Express	No. 804 Through Express	No. 805 Through Express	No. 806 Through Express	No. 807 Through Express	No. 808 Through Express	No. 809 Through Express	No. 810 Through Express	No. 811 Through Express	No. 812 Through Express	No. 813 Through Express	No. 814 Through Express	No. 815 Through Express	No. 816 Through Express	No. 817 Through Express	No. 818 Through Express	No. 819 Through Express	No. 820 Through Express	No. 821 Through Express	No. 822 Through Express	No. 823 Through Express	No. 824 Through Express	No. 825 Through Express	No. 826 Through Express	No. 827 Through Express	No. 828 Through Express	No. 829 Through Express	No. 830 Through Express	No. 831 Through Express	No. 832 Through Express	No. 833 Through Express	No. 834 Through Express	No. 835 Through Express	No. 836 Through Express	No. 837 Through Express	No. 838 Through Express	No. 839 Through Express	No. 840 Through Express	No. 841 Through Express	No. 842 Through Express	No. 843 Through Express	No. 844 Through Express	No. 845 Through Express	No. 846 Through Express	No. 847 Through Express	No. 848 Through Express	No. 849 Through Express	No. 850 Through Express	No. 851 Through Express	No. 852 Through Express	No. 853 Through Express	No. 854 Through Express	No. 855 Through Express	No. 856 Through Express	No. 857 Through Express	No. 858 Through Express	No. 859 Through Express	No. 860 Through Express	No. 861 Through Express	No. 862 Through Express	No. 863 Through Express	No. 864 Through Express	No. 865 Through Express	No. 866 Through Express	No. 867 Through Express	No. 868 Through Express	No. 869 Through Express	No. 870 Through Express	No. 871 Through Express	No. 872 Through Express	No. 873 Through Express	No. 874 Through Express	No. 875 Through Express	No. 876 Through Express	No. 877 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Express	No. 919 Through Express	No. 920 Through Express	No. 921 Through Express	No. 922 Through Express	No. 923 Through Express	No. 924 Through Express	No. 925 Through Express	No. 926 Through Express	No. 927 Through Express	No. 928 Through Express	No. 929 Through Express	No. 930 Through Express	No. 931 Through Express	No. 932 Through Express	No. 933 Through Express	No. 934 Through Express	No. 935 Through Express	No. 936 Through Express	No. 937 Through Express	No. 938 Through Express	No. 939 Through Express	No. 940 Through Express	No. 941 Through Express	No. 942 Through Express	No. 943 Through Express	No. 944 Through Express	No. 945 Through Express	No. 946 Through Express	No. 947 Through Express	No. 948 Through Express	No. 949 Through Express	No. 950 Through Express	No. 951 Through Express	No. 952 Through Express	No. 953 Through Express	No. 954 Through Express	No. 955 Through Express	No. 956 Through Express	No. 957 Through Express	No. 958 Through Express	No. 959 Through Express	No. 960 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Express	No. 1002 Through Express	No. 1003 Through Express	No. 1004 Through Express	No. 1005 Through Express	No. 1006 Through Express	No. 1007 Through Express	No. 1008 Through Express	No. 1009 Through Express	No. 1010 Through Express	No. 1011 Through Express	No. 1012 Through Express	No. 1013 Through Express	No. 1014 Through Express	No. 1015 Through Express	No. 1016 Through Express	No. 1017 Through Express	No. 1018 Through Express	No. 1019 Through Express	No. 1020 Through Express	No. 1021 Through Express	No. 1022 Through Express	No. 1023 Through Express
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SCOTTISH SPORT.

RUGBY CHAMPIONS AGAIN DEFEATED.

(FROM OUR OWN CORRESPONDENT.)

November 3rd.
For the second time Heriotians, last season's Rugby Champions, have suffered a reverse, falling to Glasgow Academicals, F.P.S. It was a grim rather than a gaudy display, and if the School had the lead in points at the close there was very little between them—as little as the figures 7 to 3 represent. W. C. Johnston dropped a lovely goal in the first half, and the confidence which this inspired carried the side to victory. Heriotians' defeat is not due to deterioration, so much as to the growing strength of the opposing sides. Another thing which should be kept in mind is that the Glasgow School last season gave them the fright of their lives. Watsonians had not a great deal to boast about in the finish of their game with the Old Boys of Royal High School, only six points were scored, three from a penalty. Stewart's did not spare Glasgow University; indeed they rolled them out. Selkirk having sustained their first defeat, Stewartians and Edinburgh Academicals are now the only unbeaten teams. Watsonians, 6; R.H.S., 0. Glas. Acads., 11; Kelvinside Acads., 5. Glas. H.S., F.P., 7; Heriotians, 3. Stewartians, 23; Glas. Univ., 0. Hawick, 26; Edin. Insat., 0. Wanderers, 17; Edin. Univ., 11. Rosyth, 11; Pannure, 15. Watson's, 46; Dollar, 6. Loretto, 9; Sedburgh, 0. Merchiston, 26; Glenalmond, 0. St. Andrew's Univ., 3; Dundee H.S., F.P., 0. Edin. Acads., 12; Langholm, 3. Lon. Scottish, 11; Old Marylebone, 8. A SCOTTISH GOLFING UNION.

Progress is being made with the proposal for a Scottish Amateur Golf Association. The idea of bringing the clubs and the districts into some corporate body has been canvassed for a considerable time, and the first step towards the formation of a Scottish Association has been taken. Representatives of Fife, Perthshire, Perthshire, and Clackmannanshire have appointed a provisional board. It is now for the Clubs of Edinburgh and the Lothians, along with the Clubs of Glasgow and the West, to take appropriate action. There is general agreement that if a truly national competition is to emerge a new trophy for which the Clubs will be responsible will be essential. The Championship could not be associated with any commercial enterprise.

The defeat of Celtic by Albion Rovers in a mid week match provided the really great sensation. It was a remarkable achievement for the youngest member of the League; but they thoroughly deserved it. On a later day, however, the Celts were more fortunate, securing a win from Hearts. Time was when a visit to Tynecastle was regarded as a trial piece for the nonplayers, but this year the Hearts have little chance either of spoiling others' chances or getting a good place on the table. Rangers made further progress by collecting full points. The ex-amateur, Morton, got the winning goal for Rangers, as he did the previous week against Celtic, and these put at rest the fears that he, like others who have joined the professional ranks, was destined to find his environment fatal to his reputation. Albion Rovers were again disappointing; unless something very extraordinary occurs they will not, as many hoped, put a check upon Rangers. Greenock Morton are improving. Dundee and Kilmarnock had their customary strenuous game, and when the Ayreshire men scored first goal they seemed to a fair way to carry off the honours. McLean and Trevelyan, however, formed a fine left wing for Dundee; and it was largely owing to their efforts that they won in the end.

RESULTS.

Hearts, 0; Celtic, 1.
Rangers, 2; Third Lanark, 1.
Motherwell, 2; St. Mirren, 0.
Queen's Park, 0; Falkirk, 0.
Raith Rovers, 2; Hibs, 0.
Airdrie, 1; Dunbarton, 1.
Dundee, 3; Kilmarnock, 1.
Morton, 4; Thistle, 0.
Clyde, 2; Aberdeen, 0.
Gydebank, 4; Albion Rovers, 1.
Ayr, 1; Hamilton, 1.
Celtic, 0; Albion Rovers, 2.

THE TABLE TO DATE.

	P.	V.	L.	D.	P.
Rangers	15	14	0	1	29
Celtic	15	11	2	2	24
Airdrieonians	15	10	1	4	24
Dundee	15	8	3	4	20
Morton	15	7	4	5	19
Motherwell	15	8	5	1	19
Perth Thistle	15	6	4	5	17
Hearts	15	6	5	5	17
Aberdeen	15	6	6	3	15
Clyde	14	6	6	2	15
Raith Rovers	14	7	6	0	14
Hamilton A.C.	14	4	6	4	14
Kilmarnock	14	4	6	4	14
Falkirk	14	4	6	4	14
Queen's Park	14	3	6	7	13
Third Lanark	15	5	7	3	13
Avr. United	14	4	7	3	13
Albion Rovers	17	4	8	5	13
Hibernian	16	5	9	2	12
Cydebank	15	3	7	5	11
Dunbarton	16	2	11	3	7
St. Mirren	16	2	11	2	6

THE PACIFIC ISLANDS.

GREAT INCREASE IN PRODUCTION POSSIBLE.

Some little time ago the New Zealand Government appointed a Commission to inquire into the conditions of trade between New Zealand and the Pacific Islands, and as a result three commissioners visited Fiji, Tonga, Western Samoa and the Cook Islands with a party of New Zealand Members of Parliament. The visit took place in February and March of this year, and towards the end of July a very interesting report was tabled in the New Zealand House of Representatives.

The report touches on the fact that Australia has a large share in the island trade, and in 1918 New Zealand bought Fiji produce to the value of £232,574 and sent goods to the value of £151,682 in return. On the other hand, Australia bought only to the extent of £110,444, but sold to the Fijians goods to the value of £334,974.

The reasons for this one-sidedness are fairly apparent when a close search is made into the facts. In the first place Australia, having her own tropical territory, and being in more direct touch with tropical countries and islands, has naturally laid herself out to cater for this trade, and her merchants carry large and varied stocks to suit tropical requirements. And they push business with more energy and determination, often, it is believed, being satisfied with a smaller profit than the New Zealand merchants. Undoubtedly it is the lack of enterprise on the part of the New Zealand merchants that has lost New Zealand the island trade. The conditions under which trade can be carried out with the islands and New Zealand are better than those ruling between the islands and Australia. Harbours are less, freight is slightly cheaper, while freights between New Zealand and Great Britain are the same as between Great Britain and Australia. There is a splendid market right at the doors of New Zealand merchants, and it only wants a little capital and enterprise to develop.

The report mentioned above has a good deal to say on the products of the islands. In previous days ships used to run regularly between Tonga and Auckland with copra, oranges, bananas, and tomatoes, and it was considered an ordinary shipment if 25,000 packages of fruit went away on one steamer. Oranges now rot under the trees, and bananas are grown on the old scale, but if a market were again created the production of fruit from island could be restored very quickly.

The development of Western Samoa hinges on the solution of its labour difficulties. The Samoans are not willing to work as employees, and imported labour is therefore necessary. Providing there was no shortage of labour in Samoa, copra, coffee, rubber, kapa, pineapples, castor oil, seeds, sugar, nutmeg, pepper, ginger, cloves, vanilla, arrowroot, and aial might easily be grown. Of these the easiest to grow and also easiest to handle is copra. Compared with the growing of cocoa, coffee, and rubber, little labour is required for the copra plantations, and their position suits the native temperament.

The Cook Islands are capable of enormous development, and it is estimated that if 56,000 acres land could be purchased by white settlers the Samoans would still have sufficient for their plantations. But the land is useless to Europeans unless sufficient labour can be obtained. The plantations, too, can be more cheaply developed, per acre, in large holdings than in small. The land formerly held by the German company, the D. H. and P. G., are now being developed by New Zealand Government officials.

The Cook Islands are extremely badly off for harbours and shipping facilities, and with the exception of Rarotonga, had better concentrate on the production of copra, coffee, cocoa, and rubber, non-perishable goods. Even before the fruit trade with Rarotonga can make any really great strides it will be necessary to remedy the existing shipping facilities.

RULES OF GOLF

The Rules of Golf Committee, whose recommendations as to the first and second halves of the year have been adopted by the Royal and Ancient Club at St. Andrews, is twenty-three years old. It sprang from an agitation in England for a Golf Union, which came to a head in 1894 in a letter addressed to the Scottish Club by the delegates of clubs represented at the Amateur Championship. This communication was carefully republished, and it was the authority of the Royal and Ancient in the government of the game, but suggested to it the desirability of evolving a scheme that would enable the delegates to recognise its authority explicitly, instead of tacitly. The Rules of Golf Committee, with submission of its findings to the Club for approval, was the compromise ultimately arrived at. In the course of the negotiations, the Edinburgh Golf Club asserted its claim to be the oldest in the country; it was founded in 1743, some twenty years before the Royal and Ancient.

THE PRINCE OF WALES TO COMMAND A WARSHIP.

In naval circles it is suggested, says The Observer, that the Prince of Wales will probably be given command of a warship as a preliminary to his promotion as Rear-Admiral. Following the strain of his long tour, it is thought that a few months at sea in a quiet command will be a good means of enabling the Prince to recuperate. The King held commands at sea prior to his various steps in exile. His last one was when he commanded the *Greenland*, as a captain, at Portsmouth. At that time the Prince of Wales was a very small boy, whose great delight it was to play at his father's ship.

THE MAIL SERVICE.

THE SUEZ AND THE PACIFIC ROUTES.

The British Chamber of Commerce Journal (Shanghai) gives a report of the discussion which took place at the recent conference of the British Chambers of Commerce at Shanghai on the subject of the mail service.

It was unanimously agreed—
"That whilst gladly recognizing that there has recently been some improvement in the mail service between China and the United Kingdom, the Conference desires to call attention to the fact that it is still subject to frequent delay and is desirably irregular, and urges the responsible authorities to make every effort to put the service on a satisfactory basis."

In moving this resolution on behalf of Shanghai, Mr. Massey (Reiss & Co.) said—

I have taken some pains to ascertain whether there is any radical change that could be effected which would bring about the desired expedition of our mail service via Suez, but unfortunately, after studying the schedule and conferring with the agents of the different steamship lines concerned, I have reluctantly come to the conclusion that the Government is doing almost all that lies in its power to do, and that until the conditions of travel are so improved as to bring us back towards what we were accustomed to in pre-war days, very little can be achieved in the desired direction.

It is true that now-a-days 80 per cent. of business is conducted over the wires, but notwithstanding this a prompt and regular mail service is a very necessary complement thereto. Those of us who are engaged in the import trade know what great inconvenience has been caused both to importers, steamship agents, banks and the Customs Service through the erratic way in which our advices of shipments and documents come forward. Sometimes we have two or even three steamers of one line in harbour, without a single document relating thereto having been received.

We occasionally see an instance of a fast freighter making the voyage out of China in what we would have considered excellent mail time in pre-war days, and at one period the Government were criticised for not making regular use of these opportunities, but unfortunately a service like this is not to be relied upon for continuity. Further, in the nature of their trade these big freight steamers cannot guarantee to maintain a settled itinerary and the economic speed of the different vessels of the same fleet varies very considerably, thus making such a service, if it was availed of for mails, irregular in the extreme.

Without wishing to minimise the difficulties with which the London officials of the Post Office are concerned, it is, however, thought that if these officials kept in closer touch with the various steamship lines trading with the East, they could inform themselves more accurately as to when the various vessels might be expected to reach Hongkong and/or Shanghai, with considerable advantage to the mails. I hope that representations of this fact may be made to the responsible authorities at home and that they will see fit to act upon it.

At present the mails are coming out mostly via Bombay, whence they proceed overland to Negapatam, and from there a regular service is maintained to the Straits. The next stage is that they are sent forward as opportunity offers to Hongkong and further up the coast, but there have been instances where good judgment has not been exercised as to the on-carriage vessel. The Hongkong Chamber has kept a keen watch on this point, and it may be hoped and expected that the representations made by it through the Hongkong Government will lead to a non-recurrence of such instances. It is at the instance of the Hongkong Chamber that mails are now forwarded from Penang to Singapore by rail, which means the saving of at least 24 hours, and might mean the saving of several days by being able to take advantage of the earliest fast sailings from Singapore to Hongkong. The weak link in this chain is that the mails do not always arrive in Bombay in fourteen days, as scheduled, thus disclosing all the connexion. We may hope that with an improvement in the P. & O. service such incidents may be eliminated.

THE PACIFIC ROUTE.

What I have said up to now refers particularly to the Suez route, and this route must ever remain the principal one for our friends in the South of China. But for those of us in the Yangtze district and the more Northern ports, the Pacific route affords an excellent opportunity for communicating quickly with the Home-land. It is not difficult to imagine, therefore, with what consternation we learned last year that a dispute had arisen between the Canadian Government and the Canadian Pacific steamers with regard to the subsidy for carrying mails, with the result that a large consignment of mails, which were already on board one of the Empresses at Vancouver, was unloaded at the last moment and had to come along by slower vessels, entailing a delay of at least two weeks.

It was naturally thought at the time that a way would soon be found out of the impasse that had arisen, but here we are four months later and, as far as one can find out, there is no immediate prospect of this particular service being resumed. I think you will all agree with me in urging on His Majesty's Government the great value there is to this not unimportant British community in the Far East that arrangements should speedily be concluded for the resumption of the carriage of mails from England by the Empress boats. By this route we can at least expect one or more fast mails per month, and though this is by no means the ideal for which we are striving, it is at any rate a very desirable step to achieve.

CAUSE OF THE STOPPAGE.

It is understood here that the dispute arose upon refusal of the Canadian Government to pay the increase subsidy required by the C.P.O.S. I have been privileged to see a letter dated August 30th written by the Department of Trade and Commerce to Dr. Ross, the Canadian Trade Commissioner here, on this subject and it would appear therefrom that the Post Office Department claim that they could get done for \$10,000 what the C.P. Railway ask \$400,000 for. The C.P.R. then offered to take whatever the regular postal rates were, but the Post Office Department stated that under the International Postal Union, if they put any mails on the C.P.R. at all, they would be obliged to carry all other foreign mails for all countries within the Postal Union. The letter concludes with the statement that the matter is now engaging the attention of the Government.

As such a small part of the mail which should be taken by these steamers emanates from Canada itself, the bulk being mail in transit for the United Kingdom, it is perhaps a not unreasonable attitude for the Canadian Government to take up. But we would urge on the Imperial Government seriously to consider whether it is not in a position to take on its own shoulders the extra subsidy required, in recognition of the great service it would thus do to British commercial interests. Should it be necessary and feasible, I am quite sure that merchants would be only too glad to pay an extra fee for letters routed via Vancouver, when the connexions are suitable.

AN EXAMPLE OF DELAY.

In seconding the resolution on behalf of Chefoo, Mr. Ralston said—
Mr. Massey has left very little for me to say in seconding this resolution unless it may be to bring forward a couple of instances to prove that very serious blunders or mistakes have been made by the authorities somewhere between London and Chefoo. In the first instance copies of five different letters reached us earlier than the originals whereas the originals were posted a week before the copies. A friend of mine left London on April 14th on the *Delta* and seeing advice that there was a mail for China on April 3rd he posted a letter to his people in North China on April 1st. He came straight through and landed in Chefoo after spending a fortnight in Shanghai. And he waited two weeks before the mail which he posted on April 1st reached its destination.

C.P.R.'S POINT OF VIEW.

Mr. L. E. N. Ryan (Canadian Pacific Ocean Service, Ltd.) said—
There is one point which Mr. Massey mentioned in his speech, and that is that the Canadian Pacific Ocean Service had asked for an increased subsidy. An increased subsidy was asked for, but it was finally decided to ask the Canadian Government to renew the subsidy at the same figure which it was fixed at five years ago. When that was fixed, the Siberian route was open and most mail matter went that way. During the war we got a great deal of mail which used to go through Siberia and the subsidy was not a profitable one during that time. I think you can hardly blame the Canadian Pacific Ocean Service for asking the subsidy to be at the same rate as before the war despite the fact that a great deal of mail is still coming out that way.

Mr. Mowbray (Tientsin) said—
It might interest the Conference if I tell them that the other day before we held our annual meeting in Tientsin we were notified that Major Nathan, who is the General Manager of the Kailan Mining Administration, had expressed willingness to approach the postal authorities in London with regard to the grave irregularities in the arrival of the mail if the Tientsin Chamber desired him to do so. We accordingly sent him a cable and took advantage of his kind offer and asked if he would see what he could do. We received a report from him to the effect that he had seen the Postal authorities who had expressed great regret at the irregularity and were intending to do all they could to improve matters. They were unable to hold out any hopes that the time would be reduced very much though they hoped to be able to improve the matter of irregularity.

CHANG TSO-LIN'S AVIATION PROJECT.

ESTABLISHMENT OF TRAINING CENTRE.

According to the International News Agency's Mukden correspondent, General Chang Tso-lin is contemplating establishing an aviation training bureau in Fengtien under the direct control of the Inspector-General of the Manchurian Provinces. As a result of the war between the Chihli and Anhwei factions, it will be remembered, General Chang obtained possession of several aeroplanes, but he has been unable to make use of them for lack of experienced pilots. When the new bureau is established, men will be selected from among the junior officers of the 27th and 28th Divisions to be trained as aviators. General Chang has already submitted his plan to the Central Government for approval.

CORRESPONDENCE.
THE ART EXHIBITION.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—I am neither an artist nor an art critic, but I derived great pleasure from a visit to the exhibition of the Hongkong Art Club at the City Hall, and was agreeably surprised to find that there were so many in Hongkong capable of producing such excellent work. I gather it purported to be nothing more than an exhibition of amateur work done by the members of a private Art Club in Hongkong. This being so, your criticisms, which appeared in your issue of December 14th, struck me as being very severe, unkind to many of the artists, and containing ill-considered comparisons.

Good work proclaims itself; some remarks on the points in which it excels help the public to appreciate it. Bad work condemns itself; it is necessary to drag its faults to light publicly, except in so far as it may be of help to the artist.

Your treatment of some of the work must have been very painful to those whose efforts did not please you. It would have been less calculated to kill endeavour if you had ignored them.

Further, your opinions and selections were made before the judges did their work, and you subsequently condemned their judgment where their opinion did not coincide with yours. Is this fair to the judges?

Some of the work is obviously of high quality, but there is other work by artists of less gift or experience to whom helpful criticism and encouragement would be a great incentive to further efforts.

Whatever it may mean to others, the creative effort must give great pleasure to the artist; why try to destroy that pleasure by wholesale condemnation?

We are indebted to the club for giving us the chance of seeing the work done by its members during the year.

The majority of the work was excellent; even that of the obviously amateur deserves the appreciation of those who welcome artistic effort in this Colony, and it is to be hoped that we shall be given the pleasure of seeing all the work done next year.—I am, Sir, Yours truly,

"ONE OF THE PUBLIC."

Hongkong, December 16th, 1920.
[The exhibition was open to the public and a charge for admission was made. In the circumstances, we felt justified in criticising—and not merely complimenting—both the exhibitors and the judges. Our correspondent's little homily leaves us unrepentant.—Ed., H.D.P.]

THE NORTH-CHINA FAMINE FUND.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—I have to request you to be good enough to publish this acknowledgment of the receipt of a cheque for \$1,000.00 from Mr. Mowbray S. Northcote, being subscription to the North-China Famine Fund by the Hongkong Amateur Dramatic Club, proceeds of the last performance in the City Hall. The amount is being remitted to the Foreign Committee in Shanghai.

Many enquiries are made as to the best method of dealing with subscriptions to the North-China Famine Fund, and I would be obliged for the favour of your assistance in letting it be known that the Government is prepared to receive and forward sums intended for use by the Foreign Committee, while the Tung Wah Hospital has already opened a subscription list and is in touch with the Chinese Committee under Mr. Leung Shi Yi. Subscriptions for either list can be sent to the Secretary for Chinese Affairs, and will be dealt with as may be requested. In the absence of special directions, the money will be sent to the Tung Wah Hospital for use by the Chinese organisation.—Yours faithfully,

E. R. HALLIFAX
(Secretary for Chinese Affairs).Secretaries for Chinese Affairs.
Hongkong, December 15th, 1920.FIRE AT THE ELECTRIC POWER STATION.
HEAVY DAMAGE TO MACHINERY.

A match, on the premises of the Hongkong Electric Light Company's power station at North Point, caught fire on Wednesday evening and much damage was done to a quantity of machinery and cable stored there. The match was entirely destroyed in a very short space of time and the Fire Brigade had to devote most of its attention to preventing the spread of the fire to neighbouring structures. Although the outbreak was over quickly, the stores in the shed were of such value that the loss sustained is considerable. No estimate of the damage is yet available, but it is expected to run into five figures.

SUPREME COURT.

[BEFORE HIS HONOUR THE JUSTICE JUDGE (MR. J. R. WOOD).]

QUESTION OF A CONTRACT.

In this matter the Tin Tai Han firm sued the Min Fat Ke firm for damages exceeding \$1,000, in respect of an alleged breach of contract arising out of the failure by the defendants to take delivery of a consignment of cotton yarn within a specified time.

Mr. Crew, of Hastings and Hastings, conducted the case for the plaintiffs and Mr. W. H. Drummond appeared for the defendants.

The particulars of the action were stated to be that the plaintiffs had entered into two contracts with the defendants to sell them a number of bales of cotton yarn, and a date for delivery had been agreed upon. When the date arrived, the defendants had not taken delivery of the cotton yarn. The defendants stated that they had tried to secure delivery, having sent their man round to the plaintiffs with the money, but they had refused to hand the bales over. It was pointed out that between the time of the drawing up of the contract and the date fixed for its delivery, there had been a pronounced slump in the cotton market.

THEFTS FROM THE HARBOUR.

Another theft from the harbour was investigated by Mr. Orme at the Magistrate's yesterday, when two Chinese coolies were charged with stealing two mooring chains from Holt's Wharf, Kowloon. The tallyman and watchman gave evidence that they saw the prisoners winding the chains round their waist preparatory to removal. When pursued, one of the men dropped his chain into the harbour; the other dropped his on a lighter.

Mr. D. J. Lewis, who prosecuted, said two of the four mooring chains at the wharf had been stolen previously. One of the prisoners was seen, led of that theft.

The police mentioned a previous conviction against this man for theft from the same wharf, and he was sentenced to three months imprisonment and four hours in the stocks. His companion was sentenced to six weeks' imprisonment.

EMPLOYEE'S VISITS TO PAWNSHOPS.
POLICE COURT SEQUEL.

Thefts from the import office of Messrs. J. W. Shaw & Co., tailors, of 10, Queen's Road Central, formed the subject of a case heard by Mr. Smith at the Magistrate's yesterday. A Chinese youth was charged with the theft of eight waterproof coats valued at \$125. He admitted the offence.

The facts of the case, as related by Sgt. Doring and other witnesses, were that the defendant was seen to leave the store (at which he was employed) with a parcel; he was followed and went straight to a pawnshop in Wellington Street, where he tried to dispose of the goods. On being given in charge he admitted that he had stolen about 16 raincoats on different occasions. An inspection of various pawnshops led to the recovery of seven of the coats.

The youth was sentenced to one month's imprisonment with hard labour.

CHINESE EASTERN RAILWAY.
RE-DISTRIBUTION OF CHINESE AND RUSSIAN STAFF.

KIN, December 8th.

Since the signing of the new contract regarding the Chinese Eastern Railway between the Chinese Government and the Russo-Asiatic Bank in Peking, the management of the railway have been devoting their energy to the improvement of its administration. As the railway is a joint Sino-Russian enterprise, the Chinese and Russians enjoy equal privileges and discharge obligations alike, and an equal number of Chinese and Russian members are employed on the staff of the railway. So far, Chinese and Russians have been employed at one station and differences of opinion between them, owing to difference of language, have been not uncommon. In order to facilitate management, the authorities have decided that from January 1st only Chinese or Russian members will be employed at one station. According to a railway official, the Harbin and Suifenhe stations will be placed under the charge of purely Chinese officials, while Russians will be employed at the Changchun and Manchuria stations.

The Russians who have been dismissed from the service of the railway administration are now in Harbin, and will be sent back to the Maritime Province at the expense of the administration.—Inter-national News Agency.

SPORT.
CRICKET.

CRAIGENGOWER v. STAFFS.

The following will represent Craigen-gower in their League fixture with the Staffs on the Craigen-gower ground, tomorrow:—L. Lamert (capt.), B. Bradbury, W. Grimmett, F. G. Thompson, J. Bryant, R. Bash, C. Anderson, Dr. Agger, P. Lumble, B. Jex and H. Holdman.

C.S.C.C. v. R.G.A.

The following will represent the Civil Service on their own ground at 2.15 p.m. tomorrow:—G. B. Sayer (capt.), R. E. O. Bird, R. C. Wiltbell, G. H. Pierce, F. de Rome, W. Chippchase, E. B. Reed, E. W. Hamblin, A. R. Rutherford, E. Fincher, W. H. Edmunds.

HONGKONG C.C. v. R.E. AND I.A.

The following will represent the Hongkong Cricket Club at 2 p.m. on the Hongkong Club ground:—W. C. D. Turner (capt.), T. E. Pearce, R. L. D. Woodhouse, L. Franks, F. H. Partridge, L. D. McNicoll, W. H. Madden, W. H. Drummond, F. H. Pentecost, L. A. Radford and L. J. Davies.

FOOTBALL.

The fixtures for the 2nd Division on Saturday are:—

4 p.m., St. Joseph's v. United, St. Joseph's ground.
2.30 p.m., Indians v. Recreation, Navy "A" ground.
2.30 p.m., Punjab v. Staffs and Depot, Cantonment, Stockpoo ground.
2.30 p.m., Oiler v. Cariale, Navy "B" ground.
2.30 p.m., Club v. R.G.A. Res., Club ground.
4 p.m., South China v. Kowloon, South China ground.

KOWLOON F.C. v. SOUTH CHINA ATHLETIC.

In this 1st Division League match to be played on the Navy "A" ground tomorrow (kick-off at 4 p.m.) the Kowloon team will be represented by:—W. Crocker, F. Wheeler and P. R. Bentley; W. Taylor, C. Millard, R. Townsend, F. Evelyn and F. Clem.

KOWLOON F.C. v. SOUTH CHINA ATHLETIC (RES.)

In this 2nd division match to be played on the South China ground tomorrow (kick-off at 4 p.m.) the Kowloon team will consist of:—H. McKay, S. Hower, and K. Mason; A. Spary, H. Roberts, and A. Martin; G. Jack, A. Young, A. Palmer, A. Esterie and H. Bythe.

BILLIARDS.

An interesting game of billiards was witnessed at the Palace Hotel, Kowloon, on Wednesday night, when T. E. Green played an exhibition game (600 up) with Capt. E. B. Green. After a very consistent game, Green came out the winner by 38 points. The highest breaks of the winner were 32, 28, 25, 23, 22 and 20, while the loser compiled 24, 24, 22 and 20.

A SHIPPING CASE IN JAPANESE COURT.

FEDERAL STEAM NAVIGATION CO. v. NIPPON KISEN K. K.

BRITISH GOVERNMENT INTERESTED.

The final hearing of the case of the Federal Steam Navigation Co., Ltd., of London, versus the Nippon Kisen Kaisha, Kaisha, of Kobe, was concluded at the Kobe Chino Saibansho on the 3rd inst.

This case is one of the largest which has ever been heard by the Japanese Courts and has created considerable interest by reason of the fact that the British Government is an interested party. Early in 1917 the Federal Steam Navigation Co., Ltd., was approached by its Britannic Majesty's Minister for Shipping with regard to the purchase of ships for war purposes in Japan, and that finally the Company, acting as brokers for H.B.M. Government, placed building contracts for the purchase of four steamers with the Nippon Kisen Kaisha, Kaisha, through their local agents, Messrs. Doddwell & Co., Ltd., of Kobe. A sum of slightly more than two million eight hundred thousand yen (being 20 per cent. of the total purchase price) was paid to the Japanese Company on account, but the ships were never delivered. The contract price for the ships in each instance was \$48,000 per ton.

Acting on the instructions of the British Minister for Shipping, Messrs. Doddwell & Co., Ltd., constantly pressed the Japanese Company for the quick delivery of the steamers, but finally after receipt of express instructions from London, cancelled the contracts and demanded the return of the money paid on account, with interest at 6 per cent. in accordance with the contract. This was early in the year 1919 when the delivery dates and cancelling dates for all the steamers had long passed, but the building of none of these steamers had ever been commenced.

The market at that time having fallen, the Japanese Company refused to accept cancellation and also to return the money paid. Hence this suit, which has been before the Courts for the past six months. The concluding stages were of considerable interest and were marked by the eloquent speech of Dr. S. Kishi, of Tokyo, who, with Mr. John Gadsby, the English Barrister of Tokyo, represented the plaintiff Company. The Nippon Kisen Kaisha, Kaisha, were represented by Dr. Iwata Chuzo of Tokyo.

Judgment will be delivered on the 20th inst.

THE LOOTING OF ICHANG.
WHOLE CITY STRIPPED.

LOSSES OF FOREIGN FIRMS.

So far, in the turmoil and lawlessness of China's present estate, Ichang has escaped the disaster of widespread and indiscriminate looting. We have had our share of minor trouble from a soldiery ill paid and ill disciplined, owning allegiance to no one but themselves. Lately there have been ominous signs that they were becoming more and more desperate for lack of money and more reckless as to the means of collecting it. Robberies on a small scale by night and even in broad daylight have been occurring with alarming frequency and the officials have taken no steps to stop them. Last night the trouble came to a head. The whole of the city was stripped by a concerted effort which commenced at midnight and extended till daylight this morning. No single area of the city was left unmolested; shop after shop, house after house was entered at the point of the bayonet and money, clothes and goods looted with the most ruthless thoroughness. The richest and the poorest suffered together; there was no distinction. The slightest show of resistance or any hesitation in handing over what was demanded was instantly met with a thrust of a bayonet or a bullet. Shops of every grade were gutted and in four different areas looting was followed by fire and a great number of the finest shops in the city were reduced to smouldering ashes and towering walls. Altogether over a hundred and fifty shops and houses must have been destroyed. The Bank of China and the Bank of Communications were cleaned out, the former of its copper stock and the latter of silver and corner both. Two other fine new native banks, not many months old were also destroyed, not to mention a host of smaller banks and silver shops. The local companies had their stocks looted and in one case the shop was burned down as well. Several foreign firms—the Asiatic Petroleum Company, Messageries Maritimes, Navigation Co., S.S. Weishun, etc., also lost heavily in money. The heaviest individual loss was the burning of a large modern building belonging to the Nishin Kisen Kaisha. It is probable that this building was set on fire accidentally from the neighbouring shop, but in all the other cases the conflagrations were the result of the deliberate act of the soldiers. During the day the soldiers have been moving about the streets or standing at their posts as if nothing had happened to disturb the even tenor of the city life. In spite of the protests of General Wang that his soldiers were not concerned in the business it is perfectly clear that the soldiers of practically every unit in the place must have shared in the deadly work. Fears are entertained that there may be another outbreak to-night and the whole city is in a panic. All business is at a standstill. Even the Post Office is closed. On every side one hears expressions of self pity but not one single voice is raised in vigorous protest. The strongest words of condemnation one heard were from a shopkeeper who had lost absolutely everything he had in the world. "Once they had robbed us they ought not to have burned us out as well."

When will this people take the management of its affairs into its own hands?

AVIATION.

LONDON TO ROUMANIA AND BACK.
RECORDS ESTABLISHED.

The Handley Page aeroplane, piloted by Mr. Perry, which conveyed Mr. Reginald Wright, the locomotive engineer of Manchester, to Roumania in September, returned to London on Monday, 13th inst., having completed a total distance of 1,635 miles in 18 hours 5 minutes, flying time, or an average speed of over one hundred miles an hour. A record was created on the homeward journey in the non-stop flight from Strasbourg to London, the distance of 420 miles being covered in 3 hours 50 mins. or an average speed of nearly 110 miles an hour. The last 335 miles of the return trip from Vienna to Strasbourg for a trial. Mr. Wright predicts a great future for civil aviation and expresses his complete satisfaction with the longest commercial flight which has yet been attempted from this country. He also brings the startling information that Belgrade is one huge armed camp there being a concentration of hundreds of thousands of Serbian soldiers and rumours of projected hostilities directed against Italy.

AUSTRIA MAKES A BID FOR AVIATION.

Although there is not much outward evidence of Austrian attempts at civil aviation at present, landing places are being quietly prepared in various parts of Austria. In Austrian aviation circles it is fully realised that Vienna must eventually possess an international aerodrome to facilitate the air-lines projected towards the Black Sea. There is considerable speculation as to whether the allied consular mission will permit the conversion of the military aerodrome with its hangars and repairing shops into a civil establishment, but meanwhile landing places are already available at Linz, Salzburg, Innsbruck, Graz, Wels, Steyr and other places. Austria is at the moment practically without civil flying machines, but the Austrians are looking to the North German Lloyd to remedy the deficiency as soon as the provisions of the Treaty of Peace will permit. (Handley Page Bulletin.)

Johnny, who had been invited by his teacher to spell "window," answered "W-I-N-O-W." "Wrong," snapped the teacher. "Can't you tell the difference between window and widow?" "Yes, sir," said Johnny. "You can see through one, but not through the other."

XMAS PRESENTS

FOR MEN

LANE, CRAWFORD & CO.

are making a special show of fancy goods suitable for gifts to your men friends, all in L.C. & Co.'s well-known high grade quality

ENGLISH LEATHER GOODS

WALLETS—PURSES—CIGAR CASES

- COLLAR BOXES & BAGS -

ATTACHE & WRITING CASES

- TOBACCO-POUCHES -

FITTED SUIT & DRESSING CASES

UMBRELLAS & STICKS

SILK & LINEN HANDKERCHIEFS

SMART NECKWEAR

SILK & FANCY WOOL SOCKS

SILK BRACES

MUFFLERS & GLOVES

JAEGER'S

DRESSING GOWNS

COAT SWEATERS & WAISTCOATS

LANE, CRAWFORD & CO.

PIANOS

"BABY" GRAND & UPRIGHT

By
CHICKERING,
BROADWOOD,
COLLARD & COLLARD,
ALLISON &
HAMILTON.

THE BEST THE WORLD CAN PRODUCE.

The Anderson Music Co., Ltd.

117

Powell

TELEPHONE 3146.

XMAS PRESENTS

FOR GENTLEMEN.

We have received a choice selection of Men's Wear of a pleasing description, and invite your inspection. Below are a few suggestions.

Umbrellas,
Gloves,
Ties,
Handkerchiefs in fancy boxes,
Sweaters,
Waistcoats.Socks in Silk & Wool.
Collar Boxes.
Attache Cases,
Fitted Dressing & Suit Cases,
Walking Sticks,
Jewellery.

SLIPPERS IN FELT & LEATHER.

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NEW ADVERTISEMENTS

NOTICE.

THE ADMIRAL LINE are representing the S.S. "WOODRICH" as discharging Agents. We have no other interest in this steamer.

PACIFIC STEAMSHIP COMPANY, Hotel Mansions. 1917

WANTED.

STEWARDESS for steamer proceeding to Liverpool middle of March, 1921. Applicants with previous experience and certificates of service only need apply—Box 918, Care of Daily Press Office. 1918

WANTED.

DESIGN AND CONSTRUCTION OF YELLOW RIVER BRIDGE FOR PEKING-HANKOW RAILWAY.

THE PEKING-HANKOW LINE of the Chinese Government Railways invites sealed proposals for BRIDGE CONTRACTORS for Designing and Building a New steel Bridge about 2,800 meters in length across the Yellow River (Hwang-Ho). Proposals will be received up to Noon of JUNE 30th, 1921, at the Office of Peking-Hankow Railway, Peking, China. Plans, rules and specifications can be obtained from the following Offices:

Peking—Peking-Hankow Railway, American, British, Belgian, French, Italian and Japanese Legations.

Foreign—Chinese Legations, Washington, London, Brussels, Paris, Rome and Tokyo.

All applications for same must be accompanied with 20.

PEKING-HANKOW RAILWAY ADMINISTRATION. 1919



PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 20th day of DECEMBER, 1920, at 2 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Combe Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of the Lot	Boundary Measurements	Area	Approximate Value	Upset Price
1	As per map plan.	about 2,000	100	5,000
2	As per map plan.	about 2,000	100	5,000

NOTICE.

HOLDERS of Temporary Bonds of CREDIT NATIONAL 1918 LOAN are notified that these bonds have to be exchanged in Paris against definitive bonds before MARCH 1921.

Customers having subscribed through our Branch can apply to our Office for exchange of the said Bonds.

BANQUE DE L'INDO-CHINE.

Hongkong, December 14th, 1920. 1907

MIN RIVER CONSERVANCY.

NOTIFICATION No. 9.

NOTICE IS HEREBY GIVEN that TENDERS are invited for a VERTICAL BOILER about four feet in diameter and nine feet in height, either new or used, together with the usual steam and water mountings suitable for use on a Fireman's Dredger. Tenders will be considered only on boilers in good working condition.

Tenders stating dimensions with other particulars of the boilers and mountings, term, time of delivery, etc., will be received up to 31st DECEMBER, by the Honorary Secretary and Treasurer of the MIN RIVER CONSERVANCY.

The Conservancy does not bind itself to accept the lowest or any tender.

H. WALSHAM, Hon. Secretary and Treasurer, To the MIN RIVER CONSERVANCY, Woolwich, November 30th, 1920. 1883

STEAMER FOR SALE.

UNDER instructions received from THE MINISTRY OF SHIPPING, LONDON.

Offers are invited for the purchase of the Ex-Energy Steamer

"ANGEL"

Gross Tonnage 1613

Net Tonnage 1001

Built in 1903.

Terms of sale and full particulars may be ascertained on application to, and permits for inspection will be issued by Messrs. BROWN & CO., Singapore; Messrs. BULLOCK BROTHERS & CO., Ltd., Hongkong; Messrs. MACKENZIE & CO., Hongkong; and the undersigned.

Sealed Tenders should be lodged with Messrs. MACKENZIE & CO., Calcutta. The Tenders, which must be in sterling, will be opened at Calcutta on MONDAY, the 31st JANUARY, 1921, and must be valid for 14 days after that date.

MACKENZIE & CO., 16, Strand Road, CALCUTTA. 1878

INTIMATIONS

NOTICE.

THE BANQUE INDUSTRIELLE DE CHINE beg to inform the holders of the TEMPORARY BONDS of the Credit National 1918, which have been subscribed through us, that same must be EXCHANGED in our Paris Office for Definitive Bonds before March 1921. 1783

THE CHINA LIGHT & POWER COMPANY, (1918) LIMITED.

THE SECOND ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Offices of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on THURSDAY, the 23rd DECEMBER, 1920, at 11 o'clock in the forenoon, for the purpose of receiving a statement of accounts and the report of the General Managers for the year ended 30th September, 1920, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY, the 17th DECEMBER, 1920, until THURSDAY, the 23rd DECEMBER, 1920, both days inclusive.

SHEWAN, TOMES & CO., General Managers. Hongkong, December 7th, 1920. 1877

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

LQST.

THE SHARE CERTIFICATE No. 1603 for Two Shares Numbered 14691/4692 standing in the Register in the name of LUE YUE SAM (deceased) late of Hongkong having been LOST—NOTICE IS HEREBY GIVEN that, unless the said Certificate is produced at the Office of the Company, 5, Queen's Road Central, Victoria, Hongkong, on or before the 5th day of January, 1921, a new Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

MOWBRAY S. NORTHCOTE, Secretary. Hongkong, December 3rd, 1920. 1866

QUEEN'S COLLEGE OLD BOYS' ASSOCIATION.

A GENERAL MEETING of the QUEEN'S COLLEGE OLD BOYS' ASSOCIATION will be held in the Queen's College Room 9, on MONDAY EVENING, DECEMBER 20th, at 5.30 p.m.

BUSINESS.

To elect Office-Bearers.
To draw up Rules etc.
To draw up Provisional Programme of Events.

ANY OTHER BUSINESS.

You are earnestly requested to endeavour to be present and to inform any Old Boys of your acquaintance who are not already Members.

JOHN C. FLETCHER, Acting Secretary. Hongkong, December 13th, 1920. 1900

WAR MEMORIAL

SUBSCRIPTION LIST.

FOR the erection by Public Subscription, of a building to be run on Y.M.C.A. lines, to be called the WAR MEMORIAL INSTITUTE and to be managed for the joint use of the Navy, the Army and Civilian by a Joint Board of Directors.

Lists may be found at—

Messrs. Lane & Crawford.
Kelly & Walsh.
Moutrie.
The Hongkong Club.
Hongkong Cricket Club.
Club Lusitano.
Engineers Institute.
Victoria Recreation Club.
Kowloon Cricket Club.
Kowloon Bowling Club.
Peak Club.
Club de Recreio.
Craigengower Club.

M. J. BREEN, Hon. Secretary.

War Memorial Committee. Hongkong, December 15th, 1920. 1918

HONGKONG HOTEL

NEW YEARS EVE.

FRIDAY, DECEMBER 31st, 1920.

THE attention of patrons is drawn to the fact that the usual Dance will not be held at the Hotel on the above date, as the entire accommodation has been booked from 9.30 p.m. for the "L. H. H." to be given by Lt.-Col. J. B. WYNDHAM and Officers of the 2nd Battalion, The Duke of Edinburgh's (Wiltshire Regiment). 1888

REPULSE BAY HOTEL

THE Completion of the BALL ROOM EXTENSION has increased the Dance Floor capacity to 6,000 Square Feet.

CABARET DINNER DANCES will be held at the above Hotel on the following dates—

SATURDAY, DECEMBER 18th, 1920.

WEDNESDAY, DECEMBER 22nd, 1920.

FRIDAY, DECEMBER 24th, 1920.

BOXING DAY, MONDAY, DECEMBER 27th, 1920.

WEDNESDAY, DECEMBER 29th, 1920.

NEW YEARS EVE, FRIDAY, DECEMBER 31st, 1920.

And NEW YEARS DAY, SATURDAY, JANUARY 1st, 1921.

HONGKONG HOTEL CABARET DINNER DANCE

XMAS NIGHT, SATURDAY, DECEMBER 25th, 1920.

SMITH AND JACKSON will entertain with the latest Coco Songs and Dances on the above dates. 1883

PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for Borneo P. Q. AD. AP. AW. RE.

TO LET—For immediate occupation. Three Large and Light ROOMS suitable for Office. Central position. Apply P. O. Box No. 73. 183

FOR SALE—Mrs. L. HOWARD is exhibiting at Room 69, King Edward Hotel, 50 MODEL HATS direct from New York. 184

WANTED.

WELL FURNISHED FLAT in Kowloon or Hongkong by Young Married couple without Children, 1st or 15th March. Without Board. Apply—No. 1908, Care of Daily Press Office. 1908

THEATRE ROYAL

LAST TWO NIGHTS

of the

WARWICK COMEDY COMPANY

TO-NIGHT! TO-NIGHT!!

The ever-popular

"ELIZA COMES TO STAY"

Miss Marjory Clark as "ELIZA"

FAREWELL PERFORMANCE

TO-MORROW

"UNCLE NED."

Plans at MOUTRIE'S. 1841

COLONIAL SECRETARY'S DEPARTMENT

IT IS HEREBY NOTIFIED that SEALED TENDERS in duplicate, which should be clearly marked "TENDERS FOR QUARRIES," will be received at this Office until Noon on MONDAY, the 20th day of DECEMBER, 1920, for the letting of the undermentioned Granite Quarries at Hongkong, Kowloon, and the New Territories, for one year or, at an alternative, for a period of 3 years from the 1st January, 1921.

Each tender must be accompanied by a receipt to the effect that the tenderer has deposited in the Colonial Treasury a sum as stated in the schedule hereunder opposite to each quarry, as a pledge of the bona fides of his offer, which sum shall be forfeited to the Crown, if the tenderer refuses to carry out his tender and comply with the conditions hereinafter contained, should the tender be accepted. The Government does not bind itself to accept the highest or any tender. Forms of tender can be obtained from the Director of Public Works.

PARTICULARS OF THE QUARRIES.

Quarry Lot No.	Approximate Area in Acres	Upset Annual Crown Rent	Deposit with Tender
Shaukiwan Nos. 3 and 4.	78.15	5,100	880
Hok Tin No. 6.	8.44	4,100	700
Ma Tau Kok No. 8.	4.60	2,100	200
Jordan Rd. No. 10.	4.65	1,200	320
Ngau Tau Kok No. 6.			
Nos. 1-5, 7, 8, 10, 19, 20 and 25.	22.2	1,100	200
Chai Kwo Liang			
Sai To Wan Nos. 1-16.	10.60	2,900	360
Lyemun Nos. 1-25.	24.68	2,400	400
Lyemun No. 28.	16.55	700	100
Ngau Tau Kok Nos. 4/18 & 4/17.	2.10	500	65
Ngau Tau Kok No. 26.	2.80	250	30
Tao To Wan No. 1.	1.58	200	30
Tao To Wan No. 2.	1.84	200	30
Ab. Kung Ngam No. 1.	1.84	200	30
	1.90	750	100

* The attention of the tenderers for Hok Tin No. 6 is hereby drawn to the fact that the road between K.M.L. 68 and 69 will be completely closed and that it will not be available for conveyance of stone to junks after 31st December, 1920. 1914

DAIRY FARM NEWS.

FOR THE FESTIVE SEASON.

Farm Fed Turkeys and Geese, Smoking Figs, Capons, Haggis, Ham, Bacon, Hares, Rabbits, Sausages of all description, MINCE MEAT.

PLACE YOUR ORDERS EARLY TO AVOID DISAPPOINTMENT.

GRUYERE CHEESE ... 80 cents per lb.
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2 " Vin de Pasteo, Sherry.
1 " Superior Pale Brandy.
1 " " " Whisky.
1 " Green Menthos, M.B.R.

Case No. 2—\$80.

1 Bot. St. Marceaux Champagne.
2 " St. Estephe Claret.
1 " Vin de Pasteo Sherry.
1 " Superior Light Port.
1 " Madeira, Sandeman's.
1 " Superior Old Cognac.
1 " " " Whisky.
1 " Thorne's No. 4 Old Vat Whisky.
1 " Gin.
1 " Chablis.
1 " Curacao, Red.

Case No. 3—\$35.

1 Bot. St. Marceaux Champagne.
1 " Manzanilla Sherry (25 years old).
1 " Very Fine Old Tawny Port.
1 " Port, Superior Old.
1 " Gin.
1 " " " Old Brown Brandy.
1 " " " Whisky.
1 " Thorne's No. 4 Old Vat Whisky.
1 " Chablis.
1 " Green Menthos, M.B.R.
1 " St. Julien Claret.

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The Daily Press.

HONGKONG, DECEMBER 17TH, 1920.

AMERICA AND THE LEAGUE OF NATIONS.

The report which Mr. DANIELS, Secretary to the United States Navy, has just presented to Congress makes strange reading. In it Mr. DANIELS says he has worked steadily for the idea expressed in President Wilson's words that the United States "ought to have incomparably the most adequate Navy in the world," and consequently he approves of the recommendation of the General Board that Congress authorize another three-year programme to begin as soon as the capital ships under construction have been completed. But Mr. DANIELS adds: "This development, however, would not be required if the Government would provide for an agreement for the 'Concert of Nations.'"

The Secretary dwells on the effects of America's aloofness from the fraternising influences which have quickened the heart of the Old World, and says it will mean that Dreadnoughts will be added to Dreadnoughts, and the United States will be cited as an example of national selfishness and retrogression.

The purpose of this comment is obviously to throw the responsibility for the programme of Naval expansion upon the Republicans Party whose remarkable triumph in the Presidential election represents the rejection of one of the fundamental principles in the Covenant of the League of Nations to which President Wilson desired to commit the United States, and the whole world. But if it is the case that it was President Wilson's ideal that the United States ought to have incomparably the most adequate Navy in the world, and that his Naval Secretary has been steadily working to achieve that object, the Democrats must share with the Republicans the responsibility for the programme which this new competition in armaments must provide in a world which years for their drastic reduction.

It is inconceivable that the United States will continue for long to remain aloof from the League, with whose final purpose the American people are at heart

in complete sympathy. The war with the Germanic Powers was regarded by the Allied Powers as "a war to end war," and no nation subscribed to that sentiment more cordially than the United States. But the vital article in the Covenant of the League of Nations by which the peace of the world could be most effectually secured has now been repudiated by the majority of the American people. By the voice of the Republican majority in her political councils she has defeated conditions which were regarded by the founders of the League as essential to its foundation and maintenance. Viscount Grey, in a notable exposition of the idea of the League, declared that one essential condition was that "the governments and peoples of the States, willing to found it understand clearly that it will impose some limitation upon the national action of each, and may entail some inconvenient obligation." America by a majority vote has declined to assume in advance any obligation to preserve the territorial integrity or political independence of any other country, or to interfere in controversies between nations, whether members of the League or not, under the provisions of Article X. of the Covenant, which reads:

"The Members of the League undertake to respect and preserve as against external aggression the territorial integrity and existing political independence of all members of the League. In case of any such aggression or in case of any threat or danger of such aggression, the Council shall advise upon the means by which this obligation shall be fulfilled."

The situation which has been created by the American Senate's Reservation in regard to Article X. and by the vote which has been given in the Presidential election must soon form the subject of consideration by the whole of the members of the League, for at the Assembly of the League at Geneva, a week or ten days ago, the Canadian representative moved the elimination of the Article of the Covenant which is obnoxious to the predominant political party in the United States. This amendment, which is regarded as intended to facilitate the entry of the United States into the League, has been referred to a Committee which will report to the next Assembly. If Article X. is sacrificed it would become a question for the nations as to whether the League would be worth preserving. The Covenant without that Article would not give to the weak nations the same sense of safety and protection, and the League would be reduced to the status of an International Debating Society and remain but a cherished illusion.

The next letter mail from Europe is now announced as due on Monday next, and a newspaper mail on Sunday.

Sir Maurice Fitzmaurice is being consulted in regard to the schemes for the prevention of floods in Ipoh.

Amongst the passengers arriving on the French steamer *Andre Lebon* were Sir Paul Chater and Mr. O. S. Gubbay.

The Japanese authorities are taking precautions against an anticipated influenza epidemic. The cinemas and theatres may be closed.

The Minister of the Interior, at Peking, has again applied to the foreign banks in Peking for a loan of \$4,000,000, secured on the surtaxes in aid of famine relief.

The Administration of the Peking-Hankow Railway are advertising in our columns for proposals for designing and building a new steel bridge across the Yellow River.

Commodore de Marquage, accompanied by Monsieur Raymond, Consul for France, called at Government House yesterday morning and were received by His Excellency.

The Chinese Maritime Customs at Tientsin recently made seizures of morphia valued at Tls. 14,000 from two Japanese vessels. The morphia on one steamer was concealed in four cases marked "Sulphate of Magnesia."

Mr. N. J. Stabb, O.B.E., will be the guest of the Committee of the Hongkong General Chamber of Commerce at dinner at the Hongkong Club next Tuesday evening. H.E. The Governor has intimated his intention of being present.

The Police Traffic Department announce that from today Victoria Road (otherwise known as Jubilee Road) will be closed to traffic between 7 a.m. and 4 p.m. daily on account of blasting operations for the new road connecting with Pokfulam Road.

Dr. M. T. Z. Tyan, a Cantonese, who is an adviser to the Peking Government on international law, is going to Europe to assist the Chinese Delegation to the League of Nations, and is at present in Hongkong. He leaves for Europe on the *Demochi*.

A Chinese news agency states that the Chinese authorities are proposing to close Harbin to foreigners in accordance with a treaty of 1908, because of the present unsettled conditions, thus making the city wholly a Chinese town. The foreign residents are stated to be much excited over the proposal.

The city of Yokohama will impose a special tax on amusements, beginning 1st January, in order to make up a deficiency in the tax receipts for the past year. Tea houses, gisha, moving pictures and restaurants will be included in the list of amusements, and it is expected that the new tax will add yen 250,000 to the revenue of the municipality.

A Japanese fireman on the *u.s. Korea Maru* was charged at the Magistracy before Mr. Orme yesterday with being in unlawful possession of 34 teels of opium in Wanchai. His explanation was that a friend in Honolulu asked him to bring him some opium on the steamer's return voyage. A penalty of \$380 or two months' imprisonment was imposed.

Singapore papers announce the death of Mr. H. C. Hogan, general manager of the Singapore Engineering Company. For many years the deceased was associated with engineering enterprises in Singapore and was the founder of Hogan & Co., being subsequently connected with the Singapore Factory, the Singapore General and Electrical Co. and since 1914, with the Singapore Engineering Co.

His Excellency the Governor gave a dinner party at Government House on Wednesday evening. The guests were: The Rt. Rev. Bishop of Victoria, the Venerable Archdeacon Banister, Mrs. Barnett, Hon. Mr. J. H. Kemp, Hon. Mr. A. G. M. Fletcher, O.B.E., Mrs. Kemp, Hon. Mr. O. M. S. Mitter, O.B.E., Rev. H. Copley Moyle, Hon. Mr. E. R. Hallifax, O.B.E., Hon. Mr. E. H. Sharp, O.B.E., Rev. G. T. Waldegrave, Hon. Mr. P. H. Holyoak, Mrs. Holyoak.

At St. Andrew's Church, Kowloon, yesterday afternoon at 2.30, Mr. E. T. Seyer, of Fuchow, was married to Miss Kathleen Abraham, youngest daughter of Mrs. E. Abraham, of Aima Villa, Kowloon. The Rev. G. Lindsay, vicar officiated. Mr. R. Shaw was the best man, and the bridesmaids were the Misses R. Young and P. Haat. The church was prettily decorated, and the ceremony was witnessed by many friends of the bride and bridegroom. A reception was held at Aima Villa. The newly-married couple are spending their honeymoon at Macao.

The Committee of the Associao Portuguesa de Socorros Mutuos, in a circular, draws the attention of the Portuguese communities of Hongkong and Macao to the fact that the "Ignes Soares Scholarship," of \$800, per annum, is now available for Portuguese youth in the Hongkong University. Applicants must be under eighteen years of age on the date of the Matriculation Examination. The scholarship is tenable in any Faculty of the University for five or six years, at the discretion of the Trustees. The Association also points out that its members who desire to send their sons or wards to the Hongkong University have the Society's University Fund at their disposal.

It is stated that there are 10,000 Kwangsi troops stationed along the Kwangsi-Kwangtung frontier in readiness to resist invasion by the Cantonese. The *Canton Times* says: "The people of Kwangsi are indifferent in the matter. If some of the Kwangsi commanders would themselves attack Lu Yung-ting and then remove all the miscellaneous taxation, it is believed that the people will be satisfied. Who will control the Kwangsi Government makes no difference, according to one who knows the conditions there, as long as the burden of taxation is lightened and some cash is on hand to redeem some of the \$40,000,000 worth of paper issued by the military in the last few years without any attempt to provide a reserve. Cantonese in Kwangsi do not expect a long war there, and believe Lu Yung-ting would retire (to Annam) as soon as some of his men turn against him."

WARWICK COMEDY COMPANY.

By general request, the Warwick Comedy Company last night repeated their performance of "The Case of Lady Camber," which was so successful last week. The enthusiasm of the audience fully justified the repetition. A play so well-knit and powerfully written proved well worth seeing twice and the Company again presented a well-balanced and skilful performance.

To-night, the company presents "Eliza comes to stay."

BRITISH POLICY IN MIDDLE EAST:

GENERAL TOWNSEND'S CRITICISM.

SEVERE WINTER IN ENGLAND:

PREMIER'S MESSAGE OF PEACE:

HOPE OF SETTLEMENT OF IRISH QUESTION.

LATEST CABLES.

[THOROUGH BROTHER'S AGENCY.]

BRITISH POLICY IN MIDDLE EAST.

POSITION IN PERSIA AND MESOPOTAMIA.

LONDON, December 15th.

In the House of Commons, during the debate on the Army Supplementary Estimate, Mr. Churchill announced that General Ironside's Forces at Kessan, which was practically the sole protection for North-West Persia and Teheran, would be withdrawn in Spring. Meanwhile we are trying to rouse the Persian Government to a sense of its responsibility and self-protection. It was melancholy to contemplate the possibility of the ancient capital and monarchy being engulfed in barbarism, but there must be a limit to Great Britain's responsibilities. (Cheers.)—Mr. Churchill reviewed the history of the position in Mesopotamia, and drew attention to the fact that the Government's efforts to reduce its commitments were hung up by rebellion. He eulogised General Haldane's wisdom and capacity and his success in breaking up the rebellion. "We were only now emerging from the campaign," Mr. Churchill said "in which we were fighting for our lives. We have begun to resume the reduction of the garrison." Mr. Churchill declared that it was useless getting excited. The House could dismiss the Government by refusing to vote the additional 29,000,000 for Mesopotamia, but the dismissal would not alter the difficulties nor reduce the expenditure, for complete evacuation would involve us in heavy fighting. "If we scuttled out the country would be ruined and heavier expense would be imposed on the British taxpayer. It would be most imprudent to allow the impression to get abroad that we were going to cast down our responsibilities out of weakness."

If we faced the situation coolly and firmly, and pursued a policy of contracting commitments and establishing a congenial local Government, it would relieve us of this burden, and enable the great natural riches of the country to be developed to the advantage of the Empire as a whole and of the world.

General Townsend, in his maiden speech, declared that it was a mistake to occupy the whole of Mesopotamia. There was no reason, strategically or politically, why a single soldier should be kept in Mesopotamia. We should simply hold the province of Basra. That was the solution of the Mesopotamian question.

Mr. Churchill had said that the forces had been reduced to 70,000. General Townsend declared that 70,000 troops in the East were sufficient to conquer half of Asia. If he had had them, only the Black Sea would have stopped him.

As regards the potentialities of the country, General Townsend said if we put millions into the country, as was done in Egypt, then, in 15 or 20 years, it would begin to pay. (Cheers.)

BARTERING PROBLEM.

PREMIER CONSULTS BUSINESS MEN.

LONDON, December 14th.

Mr. Lloyd George has instituted inquiries with representative business men in the hope of discovering practical means for the establishment of a system of bartering between Great Britain and foreign countries. Artificial methods of adjusting the exchange are being considered. If European commodities can be brought to Great Britain by barter, caravans or small peddling, exchanges will eventually right themselves.

OUTLOOK IN IRELAND.

INCREASE IN GARRISON.

LONDON, December 14th.

It is announced that the Irish Garrison is being increased by ten battalions, owing to the introduction of martial law.

The Bishop of Cork's excommunication order has caused a sensation in extremist circles. Sinn Feiners have denounced the Bishop's action.

MR. LLOYD GEORGE'S MESSAGE OF PEACE.

LONDON, December 15th.

Father O'Flanagan, in a letter to Mr. Lloyd George, requested that facilities may be given him to communicate with Mr. de Valera, who is at present in America, and with Mr. Griffith, who is at present imprisoned in Dublin.

The Premier replied that facilities will be afforded him for seeing Mr. Griffith, while as regards Mr. de Valera the ordinary methods of communication with America were fully open to Father O'Flanagan.

In the course of his letter, Mr. Lloyd George said:—

"I sincerely trust that the activities of all men of peace and goodwill will bear fruit, that the policy of those adhering to violence will finally be abandoned, and that the people of Ireland will be free to return to constitutional methods whereby alone their reasonable aspirations can be attained. I heartily join with you in hoping that the season of Christmas will allay passions which are producing the present hideous, unchristian strife, and so pave the way for frank and peaceful discussions with the elected representatives of the Irish people, which are essential to a just and reasonable settlement."

OCCURRENCES IN CORK.

SIR HAMAR GREENWOOD'S STATEMENT.

LONDON, December 14th.

In the House of Commons, Lieut-Commander Kenworthy, on a motion for adjournment, demanded an impartial inquiry into the occurrences at Cork.

Mr. Adamson supported the motion. Sir Hamar Greenwood declared that the loss of life was more important than the loss of buildings. Only one woman looter lost her life through fire. He repudiated the suggestion that the fires were caused by the Forces of the Crown. Sir Hamar Greenwood read a telegram sent to Lieut-Commander Kenworthy from the Lord Mayor of Cork and the Sinn Fein members of Parliament, Mr. Walsh and Mr. Roche, alleging that, during the week in Cork, "men and women were held up in the streets and robbed, unoffending citizens were publicly whipped and shot, and it is believed that some were burnt alive in their houses. We demand an immediate withdrawal of the Army of Occupation."

Sir Hamar Greenwood said that General Strickland had started an inquiry to-day. He would telegraph to General Strickland to call on the Lord Mayor of Cork, Mr. Walsh and Mr. Roche, and as their names had been quoted in the House "they shall turn up." They should have safe conduct. Not one of the three had ever condemned the murders of police and soldiers. Proceeding, Sir Hamar Greenwood declared that these murders prevented the peoples of England and Ireland from coming to a peaceful settlement, and suggested that an inquiry by Lord Cave, Lord Buckmaster and the Deputy Speaker of the House of Commons was impossible. The only person who could hold an impartial inquiry was the General Officer Commanding the Forces, and he was doing so.

Sir Hamar Greenwood, dealing with the argument that we should endeavour to stand well in the opinion of the world, declared that the only way to do this was to maintain a peaceable attitude.

declared that the only part of the world that counted at this difficult period was the part which wished us well. He had yet to see any common, official or unofficial, from any civilised country condemning the British Government. On the other hand, he had seen many communications wishing us well in one of the most difficult tasks that ever faced a Government, namely, suppressing a conspiracy which, during the war, grew strong and powerful and which could not be wiped out in a single minute. Sir Hamar Greenwood thought that we held our position in the esteem of the world as strongly as ever. He could not imagine anything more contemptible than to yield at all costs to gangs of assassins who, by murder and arson, endeavoured to intimidate the country into surrender. We were dealing with this conspiracy fairly and fearlessly. Sir Hamar Greenwood repeated that there was no policy of reprisals, and read documents to show that himself, General McCreedy and other heads had done their best. He maintained that it was unfair to attribute every burning to the gallant men who had showed such splendid restraint against almost intolerable provocation. The Forces of the Crown had saved Cork from absolute destruction. When the fire brigade were exhausted, the police and the military took over the work and spared no efforts to check the flames. There was no evidence to show that any of these forces caused a single fire in the great conflagration in the centre of the city. All disasters, whether burnings or murders, were the horrible, but logical, consequences of the Sinn Fein extremist conspiracy to smash the Empire. The way to prevent the consequences automatically was to uproot the cause. He was glad to say that the percentage of the people responsible for crimes of violence was decreasing. Sir Hamar Greenwood welcomed the sermon of the Bishop of Cork condemning attacks on the Forces of the Crown. Sir Hamar Greenwood was hopeful that, before long, we shall open a happier chapter for good between the peoples of Ireland and Great Britain.

GERMAN CABLES DISPUTE.

UNSATISFACTORY NEGOTIATIONS.

WASHINGTON, December 14th.

The International Communications Conference ends in a virtual deadlock unless an agreement is reached at the last moment. Otherwise the delegates will return to their countries without agreeing on any really important point in connection with the ex-German cables.

ATTITUDE OF GREAT BRITAIN.

Mr. Spurling, the chief British Delegate to the Communications Conference, sails for England to-day. The British viewpoint included the willingness to give up the Halifax-Pennance cable in exchange for an American cable landing in Canada.

It has been recognised by the State Department as reasonable and satisfactory, though it is understood that the latter would have wished Great Britain to offer her advice to France and Italy to modify their standpoints in order to reach an agreement on the lines desired by the United States. The American delegates throughout adopted the most decided tone to which the other Powers were unwilling to accede, particularly Japan which was adamant in the refusal to consider the nationalisation (i.e. internationalisation) of the cables.

While the Communications Conference has achieved nothing as regards the future disposition of the German cables, a *modus vivendi* has been reached whereby the present handling of the cables will continue till March 15th. Meanwhile, deliberations will be continued by Ambassadors of the participating countries, while the delegates return home to report to their Governments.

Great Britain, Italy and Japan have agreed to this arrangement, the last named only after much persuasion, but France has, so far, refused its assent. If no agreement is reached by March 15th, the Powers reserve to themselves all rights of action. This, probably, only means that the whole question will be threshed out in a plenary conference.

LEAGUE OF NATIONS PERMANENT INTERNATIONAL COURT OF JUSTICE.

LONDON, December 15th.

The Council of the League of Nations has approved the protocol and voted in favour of the Assembly establishing a permanent International Court of Justice.

The protocol includes a clause whereby the signatories may declare the jurisdiction of the Court immediately compulsory on certain legal questions.

DR. WELLINGTON KOO'S SUPPORT.

In the course of the discussion regarding the International Court of Justice, Dr. Wellington Koo, supporting the adoption of the report, said he entirely agreed that the idea of compulsory jurisdiction would extend the supremacy of the Court to the whole family of nations.

The Assembly has unanimously adopted a resolution dealing with the constitution of the International Court of Justice, with the provision that it be submitted to the different Governments for ratification, after which the court will be called upon to decide disputes arising between States.

INTERNATIONAL CREDITS.

The Council has adopted the report establishing an International Commission to institute a scheme of international credits to allow impoverished nations to procure the necessary resources.

GERMAN PROTEST AGAINST MALMEY DECISION.

GENEVA, December 14th.

The German Note to the League of Nations, on the subject of the Eupen-Malmédy question, declines to agree with the Council's decision on it and suggests intimidation in the plebiscite, which it, therefore, asks to be declared null and void. It suggests that a fresh plebiscite should be taken.

U.S. WAR-TIME LAWS.

RESOLUTION IN FAVOUR OF REPEAL.

WASHINGTON, December 14th.

The House of Representatives has unanimously passed a resolution of Mr. Volstead of Minnesota, repealing the great majority of the war-time statutes.

FOOD CONTROL ABANDONED.

WASHINGTON, December 14th.

The House of Representatives has unanimously passed the resolution repealing most of the war-time statutes, including the Food Control Act.

MINERS' DEMAND.

SCHEDULE BEFORE VICTORIAN GOVERNMENT.

MELBOURNE, December 14th.

The State coal-miners have presented the Victorian Government a new schedule of conditions of work.

STATE STEAMERS.

POLICY OF AUSTRALIAN GOVERNMENT.

BRISSBANE, December 14th.

In pursuance of a policy of retrenchment, the Government is selling a number of the State steamers.

INDIAN MINERS' UNREST.

DUE TO POLITICAL CAUSES.

LONDON, December 15th.

In the House of Commons, replying to Sir John Ross, Mr. Montagu stated he had received information that a general strike, said to be of political origin, was threatened in the coal-fields in India. The Government of India, he said, was dealing with the situation.

WRESTLING CHAMPIONSHIP.

LEWIS DEFEATED STECHER.

NEW YORK, December 14th.

E. D. Lewis won the World's Catch-as-catch-can Championship, throwing "Tod" Stecher with a head and hip lock. The match lasted three minutes, 58 seconds.

STARVING CHILDREN.

PRESIDENT WILSON'S APPEAL.

WASHINGTON, December 14th.

President Wilson has appealed to America to contribute to the relief of starving children in Central Europe. He has announced that he will adopt twenty children as his own temporary wards.

WINTER IN ENGLAND. SEVERE COLD: HEAVY SNOW-STORMS.

LONDON, December 14th.

Almost record cold weather prevails in England. Thirty-three degrees of frost has been registered in Northamptonshire and 16 in London. Skating is proceeding on the Thames Valley ponds. Heavy snow-storms have occurred everywhere. Winter sports are general throughout the country.

RUSSIAN TRADE TREATY.

SOVIET SUGGESTS DRASTIC AMENDMENTS.

LONDON, December 14th.

The *Daily Chronicle* says M. Krasin has submitted to the Government the Russian amendments to the Trade treaty which aim at the elimination of the clause regarding the Bolshevik propaganda and the removal of the stipulation regarding the recognition of private debts. Russia also demands British legislation safeguarding Russian gold from attachment by private persons seeking to recover money due from Russia.

The *Daily Chronicle* adds that the negotiations have taken a most unfavourable turn in view of the above demands.

AUSTRALIAN WHEAT CROP.

EFFECT OF HEAVY STORMS.

SYDNEY, December 14th.

The Minister of Agriculture estimates that the damage done by storms in the wheat-fields amounts to £2,000,000. An overseas market will have to be found for the damaged grain.

PASSENGER AEROPLANE CRASH.

4 KILLED: 8 INJURED.

LONDON, December 14th.

A Handley Page Paris-to-London aeroplane crashed at Cricklewood. It fouled a tree while leaving the aerodrome, and burst into flames. It is reported that the pilot, the mechanic and two passengers were killed, and six passengers were injured.

EX-KING CONSTANTINE.

LEAVES FOR GREECE.

LUZERN, December 14th.

Ex-King Constantine and family have left by the ordinary train for Venice, en route for Greece.

WAR FINANCE CORPORATION.

RESOLUTION PASSED BY SENATE.

WASHINGTON, December 14th.

The Senate has passed a resolution directing the revival of the War Finance Corporation, in order to offer relief to farmers.

AMERICAN NAVY.

NEW SCOUT CRUISER.

WASHINGTON, December 14th.

The first scout cruiser, *Omaha*, for the American Navy, was launched at Tacoma. It is of 7,600 tons, with a speed of nearly 34 knots. It has 12 6-inch guns, and 8 torpedo-tubes.

DUTCH-JUGO-SLAV RUPTURE.

RECALL OF BELGRADE MINISTER.

THE HAGUE, December 14th.

The diplomatic relations between the Dutch and the Jugo-Slav Governments have been broken off, owing to differences over the treatment of the Dutch Consul at Belgrade. The Dutch Government has recalled the Dutch Minister at Belgrade, while the Serbian Charge d'Affaires at the Hague has been informed that his presence is superfluous.

The *Times* says that the Dutch Consul at Belgrade, who is of Austrian nationality, and was interned during the war on a charge of espionage, appears to have been on more friendly terms with the Bulgarians.

DOCTOR SHOT DEAD IN KOHAT.

It is reported from Peshawar that on November 15th a gang of raiders attacked the house of Colonel Foulkes, A.D.M.S., in Kohat Cantonment and shot him dead and wounded Mrs. Foulkes, who was dragged some distance from the house, but was released. Lieut-Col. Foulkes was a Fellow of the Royal College of Surgeons. Most of his time in civil employ was spent in Southern India, where he was Superintendent of the Medical School and Mental Hospital at Vizagapatnam.

FAR EASTERN CABLE NEWS.

[THOROUGH BROTHER'S AGENCY.]

OUTLOOK IN FRENCH INDO-CHINA.

MARSEILLES, December 14th.

M. Long, Governor-General of Indo-China, has arrived here. In an interview, he said that the Government's bold policy is bearing fruit in Indo-China, and is not costing France a single centime. He urged commercial expansion, and emphasised the fact that the natives' purchasing power is increasing and the country is perfectly orderly.

CHINESE FAMINE RELIEF.

LONDON, December 14th.

The organisation of the national appeal in aid of the sufferers from the famine in China is making good progress. The Lord Mayor presides over a meeting at the Mansion House on Thursday (December 16th). The speakers include Sir John Jordan, Sir Chas. Addis, and the ex-Chinese Minister in London (Mr. Alfred Sze), while the organisation throughout the country is superintended over by Mr. Donovan, ex-Postmaster of Shanghai. The movement is being warmly supported by the Foreign Office. It is announced that the Chinese Diplomatic and Consular Staffs in Britain are contributing 20 per cent. of their salaries towards the Famine Fund for a period of three months.

CHINESE STUDENTS IN GREAT BRITAIN.

LONDON, December 14th.

The *Daily Mail*, in a leader, urges action in regard to the training of Chinese students in Great Britain to avoid the decline of our trade with China, especially in view of the activities of France, America and Japan. It points out the significance of Japan's remitting her portion of the Boxer Indemnity for the establishment of an engineering school in China staffed by Japanese, and the fact that the Chinese Minister, Mr. Alfred Sze graduated in Cornell University, while Dr. Wellington Koo graduated in Columbia University.

NEW LIGHT ON CANCER.

THE UNKNOWN "AGITATOR."

[BY "THE TIMES" MEDICAL CORRESPONDENT.]

Few more interesting contributions to the study of cancer have been made in recent times than that submitted by Sir Lancelat Chesley on tumours of the breast. Sir Lancelat conceived the idea of cutting whole sections of his specimen and so was able in a large number of instances to follow the course of the disease.

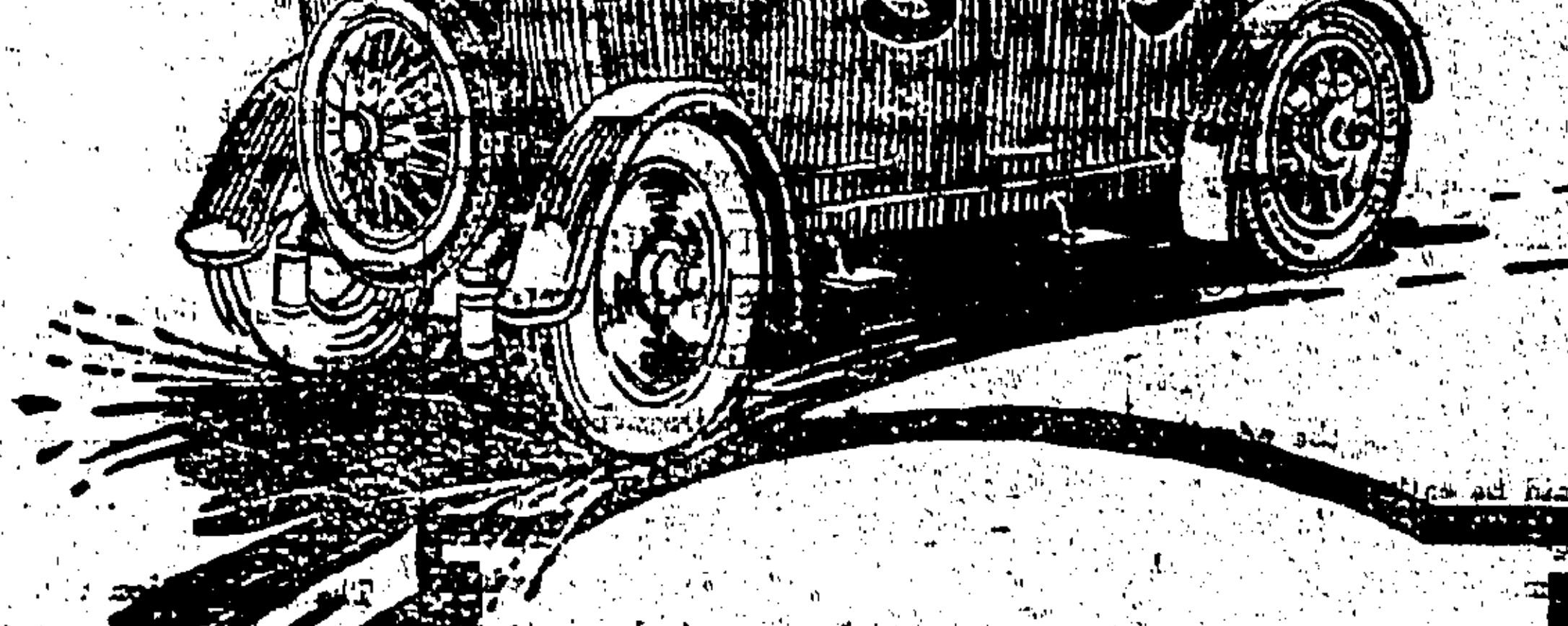
He found that the malignant tissue is largely present in the ducts and further that it appears to follow the distribution of a duct in its progress. This would point to a causative factor entering the ducts from outside rather than to a spontaneous origin. If this view is substantiated, it implies that in cancer cases some substance must enter the breast from outside through a duct. The nature of this substance, if indeed it really exists, is unknown. It might be a chemical irritant; it might be a living organism.

We should not forget that cancer cells are only body cells which have revolted from authority and begun to grow on their own behalf. It is the "stimulus to growth" in political parlance the "agitator"—which is unknown. The recently established fact that a needle passed through the surface of a frog's egg will cause it to grow and develop into a "fatherless frog" is interesting in this connection; for evidently no very potent stimulus is required to initiate growth. The cancer following exposure over long periods to X-rays, the cancer of tar-workers, the cancer occurring in natives who carry fire baskets and other special types—all true cancer—suggest that many different stimuli to growth may be operative. Further, there is the cancer produced by Professor Fibiger's worm in mice and a recent statement that upward of 90 per cent. of cases of cancer of the tongue occur in persons who have suffered from syphilis.

The word "irritation" covers all these cases. Yet the victims of cancer are always only a fraction of the total number irritated in these special ways, and are usually old. Thus there is the factor of susceptibility as well as of irritation. While therefore, Sir Lancelat Chesley's work suggests the entry of some irritant to the breast, it does not throw light on susceptibility. And it must be remembered that both irritation and susceptibility may be but favourable circumstances in which a third and specific agent goes to work. This would apply to X-rays as well as to other irritants.

A Correspondent writes to a London paper: "I wonder how many of your readers who know the little downland village of Jevington in Sussex have come across in the records of the picturesque church the following quaint document left by an outgoing Rector for the benefit of his successor: 'It is worded as follows: "August, 1754. Look out Sharp, O my Successor, for your Parishioners will cheat you where-ever they can. Neither provoke 'em to be Angry nor invite 'em to be Intemperate. My Successor, if he will not suffer himself to be cheated (as I, poor I, have done), will make if this lying above a hundred and fifty pounds a year."

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SHORTAGE OF NURSES. LONDON HOSPITALS REFORMS.

A report of altogether exceptional interest, dealing with the shortage of applicants for training as nurses, was presented on Nov. 1st, by the matron of the London Hospital to the House Committee of that great institution. The London Hospital has, of course, for years been a leading centre for all types of medical and surgical requirements, and the course of action resolved upon as a result of this communication will have very far-reaching results for the whole profession. The question of the insufficiency of probationers has become a burning one, and only recently the Nursing Council issued a special number dealing with the matter and setting forth many and varied reasons that are possibly having an influence with girls who are thinking what their careers shall be. Many authorities were consulted, and the consensus of opinion was that if the right classes of intelligent and fairly educated young women could be attracted to the profession, there must be less work, more time for studies, more time for recreation, better salaries, and freedom in off-duty time.

At the London Hospital Miss Monk, R.R.C., points out that since 1915, the pre-war number of applicants for training has never been reached. In those days about fourteen candidates a week came up to the standards required, but two or three are now the usual numbers. The following are the actual figures for the last ten years, and the improvement due to careful advertising in 1919, has not, as will be seen, been maintained.

1910	...	530	1916	...	416
1911	...	480	1917	...	354
1912	...	435	1918	...	237
1913	...	488	1919	...	345
1914	...	814	1920 to Oct. 5	...	186
1915	...	807			

*Including V.A.D. for war service.

Nursing to-day, as the report proceeds to emphasise, is not merely a matter of making beds and smoothing pillows. For years past, doctors and nurses have worked together for the benefit of their patient, and never more so than at the present time. Whatever new schemes of reorganisation may change the systems of the hospitals, it is certain that they cannot exist without their efficient staff of nurses, while in national health and the fight against preventable disease they will also be essential. But what, perhaps, neither the headmistresses of girls' schools nor the girls themselves are quite realising as yet, is that if the nurse is to take her right place among the professions, she must be placed on a higher level than the cook and the scullerymaid as regards pay. She must see more good opportunities ahead of her. Some real encouragement is needed to encourage people to enter the nursing profession and to remain in it, something to work up to and worth striving for. The nursing profession cannot be ignored in this fight to improve the health of the nation, and it is imperative that it should be given its right status with other professions.

IMPROVING THE STATUS.

It is in order to lift the profession to this higher status—which will establish its own claim in competition with other well-paid and dignified callings for women—that the Weekly Committee of the London Hospital have agreed to a reorganisation of their entire system of nursing, with increased salaries extending to the entire staff from the highest rank down to the least, and a reorganisation of the matron's office. The matron is in future to be relieved of much detail and routine work by the appointment of two assistant matrons at adequate salaries. There will be nine highly important administrative posts at £150 a year to start, and rising by annual steps of £25 to £200. Then comes another important group of departmental heads, commencing at £140 and going on to £200 a year. Further, there will be another important section where the salaries will begin at £110 and go up to £150. Ward sisters, formerly receiving £50 to £60, will be on a scale of £60 to £150; ward staff nurses who formerly had £40 go at a bound to £80, and the probationers who had £25 in their first and £30 in their second years, have £5 added to each. The entire added cost to the hospital is £10,322 in the first year, and as the increments are given in the enhanced outlay will be £15,500 per annum.

The Committee accepted the proposals. Viscountess Knutsford, as chairman, supported them, and pointed out that the one "unknown quantity" in the situation was the question: "What is hindering girls now from taking up nursing?" We say, "he added, "there are now so many more openings for them. So there were during the war, but they are being rapidly filled by the men who are returning to their work. Further, he urged that it was not advisable to take nurses too young. Many likely candidates were lost because young women could not wait till they were 21, but to take up such work at 18, 19, or 20, was really too young, and girls did not know their own minds at that age.

Such a scale of pay places nursing upon a basis it has never known, for it must be remembered that every nurse now has her own private bed-room most comfortably equipped, and enjoys the advantages of spacious living rooms, dining rooms, and a bathroom, as is medical treatment in case of illness or breakdown. Lastly, there is the pension that is assured after twenty years' service. This is no "niggling" dole of a few shillings a week, but is based upon her retiring salary, and means ease and comfort for the declining years. With such possibilities, nursing will offer an opening that has never before presented, and others, he urged that the advantages of competition with such work as that of the teacher, whether of school or domestic science, the business office, or private secretarial work. It has cut itself free from the tradition of being a vocation of devotion and self-sacrifice, too sacred to be considered in relation to monetary remuneration, and takes its place as a profession working in alliance with medicine and surgery.

THE POLITE SHOPMAN.

"I don't think I'll buy anything to-day. I'm sorry to have troubled you, but the fact is I was just looking for a friend," said the woman shopper, as reported in *Harper's*. "Oh, that's all right," replied the shopman, "but it was no trouble. In fact, if you think your friend might be in any of the few remaining boxes, I'll open up them to you."

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WEDNESDAY, Dec. 22nd.	"THE NAUGHTY WIFE"
THURSDAY, Dec. 23rd.	"THE YELLOW TICKET"
FRIDAY, Dec. 24th.	"LORD RICHARD IN THE PANTRY"
SATURDAY, Dec. 25th.	"ROMANCE"
SUNDAY, Dec. 26th.	"ROMANCE"
TUESDAY, Dec. 28th.	"BILLETED"
WEDNESDAY, Dec. 29th.	"CAESAR'S WIFE"
THURSDAY, Dec. 30th.	"NOTHING BUT THE TRUTH"

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Port Said and Marseilles.IYO MARU ... Wednesday, 29th Dec., at 11 a.m.
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LIMA MARU ... Saturday, 18th December.

TSURUGA MARU ... Middle of January.

LIVERPOOL & MARSEILLES via Suez.

KAMAKURA MARU sailing from Singapore Sunday, 19th December.

AWA MARU ... Tuesday, 22nd December.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 22nd Dec., at 11 a.m.

NIKKO MARU ... Middle of January.

NEW YORK via Suez.

NAGANO MARU ... Wednesday, 29th Dec.

SOUTH AMERICAN PORTS via CAPE.**BOMBAY & COLOMBO** via Singapore.

BANGKOK MARU ... Tuesday, 11th January.

CALCUTTA & RANGOON via Singapore & Penang.

YEBOSHI MARU ... Thursday, 30th December.

TAKAOKA MARU ... Thursday, 6th January.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Friday, 17th Dec., at 3 p.m.

SHANGHAI, KOBE & YOKOHAMA.

YETOBORI MARU (omitting Yokohama) ... Saturday, 18th December.

YOKUSHIMA MARU ... Tuesday, 21st December.

KAGA MARU ... Friday, 24th Dec., at 11 a.m.

KOTSU MARU (omitting Yokohama) ... Sunday, 27th Dec.

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THE END OF AUTOCRACY IN AMERICA.

REVIVAL OF OLD POLICIES.

[FROM "THE TIMES" WASHINGTON CORRESPONDENT.]

Mr. Harding's election means about the most complete change that it is possible to imagine from the present American Government.

The Republican Party has very little in common with the Democrats, and Mr. Harding is in every way the antithesis of Mr. Wilson. He is human, kindly, and modest. He is fond of describing himself as a "harmonizer" rather than a leader of men. He lacks the imaginative genius which Mr. Wilson at his best brought to his work. He lacks also all taint of that egotism and stubbornness which has dimmed the lustre of Mr. Wilson's achievements.

Mr. Wilson dominated his Government and strove for a period to mould the statesmanship of the world. Mr. Harding will be content to be the figure-head of his party. He will not aspire to be his own Prime Minister; still less will he aspire to be his own Foreign Minister. He wishes to be a constitutional President, and to govern in co-operation with the leaders of his party. Early in the campaign he promised to try to bring the country back to normalcy. The word was ridiculed by his opponents. Its appeal nevertheless has been as anything else brought the Republicans to victory. The Republicans have won because the country was tired of Mr. Wilson and held the Democratic Party responsible for the many things with which it is dissatisfied.

Will the return of the Republican Party connote a sort of political "White Terror"? Will there be an effort to set back the clock to the times of the old plutocratic Conservatism? It must be admitted that these questions agitate not a few thoughtful Americans. The old Republican leaders, it is noted, or those who are left of them, are still to the fore. Mr. Harding was chosen as the Republican candidate with the open intention of putting into the White House a man whose career and character made it certain that he would co-operate and not dictate. Mr. Harding has accepted the position. He has promised to rule according to the sense of his party. His course over the League is apparently to be settled in a sort of party caucus. His line have moved to the old Republican shibboleths. He has come out for a high tariff to protect the working man from the competition of "cheap Europe." Labour has found his references to its relations with capital perfunctory and unsatisfactory. Business interests have been assured that their prosperity will be the preoccupation of the State.

The old Republican Party was distinctly aggressive in the foreign field. It fought the Spanish War; it assumed Imperial responsibilities after the war; it built the Panama Canal as a means for trade expansion; it invented the phrases "dollar diplomacy" and "shirt-sleeve diplomacy"; it placed the first foot against the Open Door in China; it launched the movement for a big Navy and a less inadequate Army; it was responsible for the greatest demonstration of armed preparedness in the world's history ever seen in times of peace.

AGGRESSIVE FOREIGN POLICY. There seems to some to be a tumbling over the threads of those old policies. One of the last acts of the Republicans in office was to pass in 1912, in contravention of the Hay-Pauncefote Treaty, which was held to assure all ships the equal rights in the Panama Canal, a law letting American shipping off dues. The Democrats reversed the Act. Mr. Harding is pledged to try to repeal it. The Republicans for a generation unsuccessfully tried to give the mercantile marine large subsidies. The present Republican Congress has passed a law which, in contravention of commercial treaties with us and other countries, would discriminate over tonnage and harbour dues in a way reminiscent of the old Navigation Laws. Mr. Wilson has refused to enforce the law. Many Republicans will press Mr. Harding to enforce it. Mr. Harding has advertised "dollar diplomacy" under other names. He has talked of the danger of commercial friction with us and other Powers. He has criticized the Democrats for not upholding the hands of Americans in their struggle with British interests for the control of the world's oil resources.

Does all this mean that we may fear from the Republicans a recrudescence of that policy which made their old tariff laws carry fighting clauses? Does it mean that the United States may not be averse from competition in naval armaments. There might under Mr. Harding be a reaction in domestic affairs. The spirits of liberalism and extremism abroad in the land might conceivably be congealed by it into an effective organization. Of reaction in foreign policy there would seem to be less danger. The United States is already pledged to a large naval programme. For the moment that programme is not progressing very rapidly, and the war-vessels actually afloat are crippled by a shortage of men. The Republicans might be expected to try to speed up building and encourage recruiting. They may try, but there are reasons for doubting if they will do much. The United States is essentially neither a seafaring nor an armament-loving nation. Public opinion in the inland districts has always been against expenditure on the fighting establishment. The country is now more than ever set upon economy, and is tired of all that has to do with war.

Mr. Warren Gamaliel Harding was born on November 2nd, 1885, in a farmhouse near the village of Blooming Grove, in Ohio. He is the son of Mr. George T. Harding, now a doctor in Marion, where the Republican President-Elect lives, and 50 years ago a small country practitioner. On his father's side Mr. Harding is of Scottish extraction, and Dutch blood ran in the veins of his mother.

(Continued at foot of next column)

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WEATHER REPORT.

December 16th, at 12.05—Pressure changes since yesterday are small.

The anti-cyclone is still central over Korea. Fresh monsoon may be expected along the south-east coast of China and over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.10 inch. Total since January 1st, 106.73 inches against an average of 63.60 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST
Hongkong to Gap Rock	N. and N.E. winds, fresh; cloudy, some mist or drizzle.
Formosa Channel	The same as No. 1.
South coast of China between Hongkong and Lemoche	The same as No. 1.
South coast of China between Hongkong and Hainan	N.E. winds, moderate.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 16th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.15	30.14	30.08
Temperature	65	60	67
Humidity	51	78	70
Wind Direction	East	North	NNW
Force	2	3	2
Weather	0	0	0
Rain	—	—	0.10

Highest open-air Temperature on 15th ... 65

Lowest open-air Temperature on 16th ... 54

SUNRISE AND SUNSET IN HONGKONG.

FOR DECEMBER.

Date	Sunrise a.m.	Sunset p.m.
December 17th	6.57	5.43
18th	6.58	5.42
19th	6.58	5.43
20th	6.59	5.43
21st	6.59	5.44
22nd	7.00	5.45
23rd	7.01	5.45
24th	7.01	5.45
25th	7.02	5.45
26th	7.03	5.45
27th	7.03	5.47
28th	7.03	5.48
29th	7.03	5.48
30th	7.03	5.48
31st	7.04	5.49

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USE IT AND PROVE IT.

Like his rival Mr. Cox, Mr. Harding was a journalist before he entered politics. Even now he owns a flourishing newspaper at Marion, which a village when he settled there in the early eighties—is now a prosperous Middle Western community of some 40,000 people. He started work on the printer's shop at Bloomington, Indiana, where he learnt to set type and do other things a personal understanding of which is nine-tenths of the game for the proprietor of a small newspaper. At the age of 19 he acquired with the help of his father his present newspaper, the Marion Star. It is now a prosperous daily, and thanks to Mr. Harding's easy-going and liberal methods can boast that it has never had any labour troubles. Together with other local enterprises which he has helped to promote, it brings Mr. Harding a comfortable competence.

INDO-CHINA**STEAM NAVIGATION COMPANY, LIMITED.**

SAILINGS SUBJECT TO ALTERATION

MANILA	YUENSIANG	Fri. 17th Dec. 3 p.m.
SHANGHAI via SWATOW	"WINGSANG"	Sund. 19th Dec. D'light
SHANGHAI	"KOONHONG"	Tues. 21st Dec. D'light
SANDARAK	"HINSANG"	Tues. 21st Dec. Noon
SHANGHAI & CALCUTTA	"CHAKSANG"	Tues. 21st Dec. 3 p.m.
SHANGHAI via HOIHOW	"LOKSANG"	Wed. 22nd Dec. 10 a.m.
SHANGHAI & KORE	"KUMSANG"	Thurs. 23rd Dec. D'light
SHANGHAI via SWATOW	"HANGSANG"	Thurs. 23rd Dec. D'light

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore, returning for a Calcutta steamer proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze River ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when Indochina offers.

BOMBAY LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Sandakan, Jesselton, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Changhai.

CALCUTTA LINE.

S.S. "CHAKSANG" will be despatched on or about

Dec. 21st, for SINGAPORE, PENANG and CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS

Telephone No. 111

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Leaves Hongkong	Discharge
"GLENLUCE"	...	30th Dec.
"GLENADN"	...	7th Jan.
"GLENARA"	...	18th Jan.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharge
"GLENLUCE"	about 30th Jan.	GENOA, LONDON & ROTTERDAM.
"GLENADN"	about 7th Feb.	LONDON, ROTTERDAM & ANTWERP.

Movements are subject to change without notice.

For freight or further particulars please apply to:-

Jardine, Matheson & Co., Ltd.**The Glen Line, Ltd., AGENTS.**

Tel. No. 21 sub 5 ex 23 and 2396.

Cable Address: Kawasaki, Kobe. Telephone: Sanmoly 3544, 2603.

Bentley's A.B.C. 5th Ed. and Scott's Codes.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP Y20,000,000

President: Mr. Y. KAWASAKI.
Vice-President: Mr. K. MATSUOKA.
Managing Director: Mr. MATSUYA AIZ.

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—
Eleven steamers of 9,100 tons each deadweight.

And under the Company's management:—
Twenty steamers of about 9,100 tons deadweight each.
Two steamers of about 6,400 tons deadweight each.
(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the
KAWASAKI KISEN KAISHA,
No. 2, Burn, Road.

SHIPPING NEWS

ARRIVALS.

December 15th.
Chofu Maru, Japanese str., 333 tons, Capt. Fuji, from Canton, in ballast.—Doddwell & Co.
Derwent, British str., 1,047 tons, Capt. Shearer, from Saigon, with rice.—C. & C.
Hanyang, British str., 1,904 tons, Capt. Mathias, from Hongkong, with a cargo of coal.—B. & S.
Yantai Maru, Japanese str., 2,001 tons, Capt. Takiguchi, from Chingwangtao, with a cargo of coal.—Doddwell & Co.
 December 16th.
Amakusa Maru, Japanese str., 1,370 tons, Capt. Harada, from Swatow, with a general cargo.—O.S.K.
Gregory, British str., 2,033 tons, Capt. Banneke, from Singapore, with a general cargo.—M.M. & Co.
Hutchinson, British str., 1,222 tons, Capt. Lyngrove, from Swatow, with a general cargo.—B. & S.
Kwang Tak, Chinese str., 1,336 tons, Capt. Siaw, from Shanghai, with a general cargo.—China Merchants.
Peking Maru, Japanese str., 1,667 tons, Capt. Yoshida, from Shanghai, with a general cargo.—N.Y.K.
Saikou, Chinese str., 745 tons, Capt. Forster, from Shanghai, with a general cargo.—Kwang Hing.
Shimizu, Chinese str., 1,846 tons, Capt. Hasegawa, from Shanghai, with a general cargo.—San Peh.
Yokohama Maru, Japanese str., 3,023 tons, Capt. Takiguchi, from Bombay, with a general cargo.—N.Y.K.
 December 16th.
Benelux, for Dairen.
Feeling, for Singapore.
Gregory, for Kobe.
Hanyang, for Hongkong.
Hokkaido, for K. C. Wan.
Hutchinson, for Canton.
Hydrant, for Swatow.
Korea Maru, for San Francisco.
Kwang Tak, for Canton.
Kwang Sing, for Shanghai.
Myo Maru, for Dairen.
Peking Maru, for Canton.
Persia, for Trieste.
War Hermit, for Tarakan.
West Neria, for San Francisco.
Yokohama Maru, for Kobe.

CLEARANCES.

December 16th.
Benelux, for Dairen.
Feeling, for Singapore.
Gregory, for Kobe.
Hanyang, for Hongkong.
Hokkaido, for K. C. Wan.
Hutchinson, for Canton.
Hydrant, for Swatow.
Korea Maru, for San Francisco.
Kwang Tak, for Canton.
Kwang Sing, for Shanghai.
Myo Maru, for Dairen.
Peking Maru, for Canton.
Persia, for Trieste.
War Hermit, for Tarakan.
West Neria, for San Francisco.
Yokohama Maru, for Kobe.

PASSENGERS.

Per s.s. *Empress of Russia*, on December 16th:—Miss Laura J. Bonzano, Mr. and Mrs. Arnost Bouril, Mr. Wm. de Bracke, Mr. B. M. Bryan, Miss Edith P. Corley-Cornell, Mr. and Mrs. J. H. Cromwell, Mr. Aaron Cohn, Mrs. D. W. Calcutt, Rev. and Mrs. E. J. Doly, Mr. and Mrs. W. S. Davies, Miss Beatrice Dugan, Miss E. Dawn, Miss D. Dyer, Mr. and Mrs. G. E. Farquharson, Mr. H. R. Franz, Mr. L. A. Faustino, Mr. David Fletcher, Mrs. H. G. Gellmann, Capt. and Mrs. E. B. Green, Mr. T. H. Gitch, Mrs. Alice Gossau, Mr. J. A. de Goijen, Mr. O. E. Hyde, Mr. W. H. C. Havo, Mr. J. W. de Haas, Mr. W. H. Humphrey, Mr. J. A. Hamblett, Mrs. M. H. Hopkins, Mr. R. A. Humeock, Mr. C. de Jager, Mr. C. W. Jensen, Mr. and Mrs. Henry Katten, Mr. F. Kirchner, Mr. and Mrs. M. E. Knight, Mr. Harry L. Kridt, Mr. and Mrs. Louis J. Koeber, Mrs. Geo. A. Leveque, Miss M. McIntyre, Mr. H. A. McIntyre, Mr. E. M. Morey, Mr. N. E. Muller, Mr. C. V. Mack, Mrs. F. A. Orrick, Mr. E. S. Phillips, Jr., Lieut. W. M. Percival, Mr. and Mrs. F. W. Plummer, Mr. B. A. Platt, Mr. G. H. Pope, Mr. C. O. Rogers, Mr. W. Rehbeck, Miss M. Rosario, Mr. J. Bankin, Mr. B. A. Roberts, Father L. Raymond, Mr. and Mrs. R. Scobers, Mr. Geo. A. Stewart, Mr. W. G. Symmons, Mr. G. Scobers, Mr. Wm. Scobers, Mr. H. S. Scott, Mr. G. A. Shora, Mr. E. W. Shora, Mr. G. Sygula, Mr. A. Sutter, Mr. G. Sumner, Mr. L. L. Turner, Father V. de Velde, Mr. and Mrs. H. O. Whitney, Father J. de Wolf, Miss F. Wykes, Mr. and Mrs. R. Watson, Mr. T. E. Welch, Mr. A. Williams, Mr. and Mrs. T. W. B. Wilson, Mr. Phil. C. Whitaker, Mrs. F. O. Youle, and Mr. B. Zaninger.

SHIPPING MOVEMENT.

The P. & O. Co.'s s.s. *Derwent* left Shanghai for this port on the 15th inst. at 12:30 p.m., and is due here on the 18th inst. at about 5 a.m.

VESSELS EXPECTED.

Achilles due January 25th.
Aleutians due December 19th.
Anchises due January 25th.
Crocodiles from Seattle, due January 1st.
Dryden from New York due Dec. 18th.
Dugways from New York, due February 2nd.
Edmund from Seattle, due January 24th.
Empress of Japan due December 20th.
Teclor due December 17th.
Katari Maru (American line), due December 20th.
Knight Templar due December 21st.
Koto Maru (Calcutta line), due Dec. 25th.
Luna Maru (Hamburg line), due December 17th.
Lyon due January 13th.
Mentor due January 20th.
Montague from Portland Ore, due January 1st.
Proteus due January 14th.
Rhodus due December 18th.
Salsuma from New York due January 15th.
Schodack from New York due January 16th.
Siberia Maru, due December 22nd.
Samarang Maru due 22nd inst.
Tamara Maru (European line), due January 20th.
Teklanum Maru (Liverpool line), due December 20th.
Yokohama Maru (Bombay line) due December 17th.
Yokohama Maru (European line), due January 21st.

NOTICE TO CONSIGNEES.

The Steamship "KIPPON"

FROM TRIESTE, VENICE, PENANG & SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded, unless notice to the contrary be given before 13th Dec.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th Dec. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 20th Dec., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th Dec., at 10 a.m. by Messrs. Godard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd.

Hongkong, December 15th, 1920. 1902

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM LEITH, MIDDLESBORO, LONDON AND STRAITS.

The Steamship "HENDINNES"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th Dec. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 27th Dec., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th Dec., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd.

Hongkong, December 15th, 1920. 1901

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Dec. 20th, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before Jan. 2nd, 1921, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by BUTTERFIELD & SWIRE.

Hongkong, December 14th, 1920. 1909

S.S. "ANDRE LEBON"

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon To-morrow requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after Dec. 21st, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before Dec. 24th, or they will not be recognized.

All damaged cargoes will be examined by Messrs. Godard & Douglas, on Thursday, Dec. 21st, at 10 a.m.

No Fire Insurance has been effected.

E. BODENFUSSE, Agent.

Hongkong, December 15th, 1920. 1915

S.S. "WEST NERIA" VOY. 3-OUT

FROM SAN FRANCISCO via HONOLULU and MANILA.

THE above-mentioned vessel, having arrived from the above-mentioned ports, Consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby informed that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Dec. 20th, at 10 a.m.

All Claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after Dec. 21st, will be subject to rent.

No Fire Insurance will be effected.

Consignees are requested to send in their bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP COMPANY, Hotel Maunabo, Hongkong, December 14th, 1920. 1910

NOTICE TO CONSIGNEES.

S.S. "WEST NERIA" VOY. 3-OUT

FROM SAN FRANCISCO via HONOLULU and MANILA.

THE above-mentioned vessel, having arrived from the above-mentioned ports, Consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby informed that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Dec. 20th, at 10 a.m.

All Claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after Dec. 21st, will be subject to rent.

No Fire Insurance will be effected.

Consignees are requested to send in their bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP COMPANY, Hotel Maunabo, Hongkong, December 14th, 1920. 1910

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN (Holland-East Asia Line).

NOTICE TO CONSIGNEES.

FROM AMSTERDAM, HAMBURG, GENOA, CADIZ AND COLOMBO.

THE Steamship

"BORNEO"

having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 18th Dec. 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 17th Dec., 1920, at 10 a.m. by Messrs. Godard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the underwriter in any case whatever.

Bills of Lading will be countersigned by JAVA-CHINA-JAPAN LIJN, General Agents.

Hongkong, December 15th, 1920. 1904

NOTICE.

Consignees of Cargo from MARSEILLE are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon To-morrow requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after Dec. 21st, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before Dec. 24th, or they will not be recognized.

All damaged cargoes will be examined by Messrs. Godard & Douglas, on Thursday, Dec. 21st, at 10 a.m.

No Fire Insurance has been effected.

E. BODENFUSSE, Agent.

Hongkong, December 15th, 1920. 1915

S.S. "WEST NERIA" VOY. 3-OUT

FROM SAN FRANCISCO via HONOLULU and MANILA.

THE above-mentioned vessel, having arrived from the above-mentioned ports, Consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby informed that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Dec. 20th, at 10 a.m.

All Claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after Dec. 21st, will be subject to rent.

No Fire Insurance will be effected.

Consignees are requested to send in their bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP COMPANY, Hotel Maunabo, Hongkong, December 14th, 1920. 1910

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN (Holland-East Asia Line).

NOTICE TO CONSIGNEES.

FROM AMSTERDAM, HAMBURG, GENOA, CADIZ AND COLOMBO.

THE Steamship

"BORNEO"

having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DISPATCHED
NEW YORK & or BOSTON via PANAMA	Suruga	Am.	The Admiral Line Pacific S.S. Co.	About 20th inst.
NEW YORK via BURLINGAME	Nagano Maru	Jap.	Nippon Yusen Kaisha	On 25th inst.
NEW YORK via PANAMA	Rome	It.	The Bank Line, Ltd.	On 26th inst.
NEW YORK via BURLINGAME	Gaello Prince	Brit.	Furness, Withy & Co., Ltd.	On 26th inst.
NEW YORK & or BOSTON via SUEZ CANAL	Bolton Castle	Brit.	Doddwell & Co., Ltd.	On 27th inst.
SAN FRANCISCO via SHANGHAI & YAPEN	Korea Maru	Jap.	Toyo Kisen Kaisha	On 1st inst.
SAN FRANCISCO via SHANGHAI & YAPEN	Siberia Maru	Jap.	Toyo Kisen Kaisha	On 1st inst.
SAN FRANCISCO via SHANGHAI & YAPEN	Nanking	Jap.	China Mail S.S. Co., Ltd.	On 1st inst.
SEATTLE & VIKTORIA via J. PORT, SHANGHAI, &c.	Nile	Am.	China Mail S.S. Co., Ltd.	On 1st inst.
SEATTLE, TACOMA, VICTORIA, VANCOUVER &c.	Katori Maru	Jap.	Nippon Yusen Kaisha	On 1st inst.
SEATTLE, TACOMA, VICTORIA & VANCOUVER	Delight	Am.	Frank Waterhouse & Co.	About 27th inst.
VANCOUVER via SHANGHAI & YAPEN	Crosskey	Am.	The Admiral Line Pacific S.S. Co.	About 1st Jan.
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Montague	Brit.	Canadian Pacific O.S. S.S.	On 1st inst.
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Empress of Asia	Brit.	Canadian Pacific O.S. S.S.	On 1st inst.
MARSHALLS & LONDON via HONGKONG	Arabia Maru	Jap.	Ozaka Shosen Kaisha	On 1st inst.
MARSHALLS & LONDON via HONGKONG	Tyngsuan	Brit.	Butterfield & Swire	On 1st inst.
MARSHALLS & LONDON via HONGKONG	Devanha	Brit.	P. & O. S. S. Co., Ltd.	On 1st inst.
MARSHALLS & LONDON via HONGKONG	Ohli	Brit.	Messageries Maritimes	About 18th inst.
LIVERPOOL & MARSHALLS via SINGAPORE, Cebu &c.	Alcinous	Brit.	Butterfield & Swire	On 1st inst.
GENOA, LONDON & BOSTON	Kamakura Maru	Jap.	Nippon Yusen Kaisha	On 1st inst.
GENOA, LONDON & BOSTON	Demodocus	Brit.	Butterfield & Swire	On 1st inst.
LONDON, AMSTERDAM & ANTWERP	Glenare	Brit.	Jardine, Matheson & Co., Ltd.	About 30th Jan.
LONDON, AMSTERDAM & ANTWERP	Pyrhus	Brit.	Butterfield & Swire	On 1st inst.
LONDON, AMSTERDAM & ANTWERP	Iyo Maru	Jap.	Nippon Yusen Kaisha	On 25th inst., at 11 a.m.
LONDON, AMSTERDAM & ANTWERP	Harve Maru	Jap.	Ozaka Shosen Kaisha	On 25th inst.
LONDON, AMSTERDAM & ANTWERP	Maehon	Brit.	Butterfield & Swire	On 25th inst.
PORTLAND	City of Florence	Brit.	The Bank Line, Ltd.	On 1st Feb.
HAMBURG, LONDON, ANTWERP via SINGAPORE &c.	Montague	Am.	The Admiral Line Pacific S.S. Co.	About 1st Jan.
ROTTERDAM & HAMBURG	Lima Maru	Jap.	Nippon Yusen Kaisha	On 1st inst.
ROTTERDAM & HAMBURG	Alehiha	Jap.	Java-China-Japan-Lijn	On 1st inst.
BOMBAY & COLOMBO via SINGAPORE	Indus Maru	Jap.	Ozaka Shosen Kaisha	On 1st inst.
BOMBAY & COLOMBO via SINGAPORE	Rangoon Maru	Jap.	Nippon Yusen Kaisha	On 1st inst.
BOMBAY & COLOMBO via SINGAPORE	Dilwara	Brit.	P. & O. S. S. Co., Ltd.	About 11th Jan.
STRATHE & CALCUTTA	Chakras	Brit.	Jardine, Matheson & Co., Ltd.	On 21st inst., at 3 p.m.
SINGAPORE, PENANG & BELAWAY-DELI	China	Am.	China Mail S.S. Co., Ltd.	On 7th Feb.
CALCUTTA via SINGAPORE & PENANG	Van Wacryck	Brit.	Java-China-Japan-Lijn	About 18th inst.
CALCUTTA & HONGKONG via SINGAPORE & PENANG	Tanda	Brit.	P. & O. S. S. Co., Ltd.	About 20th inst.
LOS ANGELES, CALIFORNIA, U.S.A.	Yoshi Maru	Jap.	Nippon Yusen Kaisha	On 20th inst.
AUSTRALIAN PORTS via MANILA	Hinang	Brit.	Jardine, Matheson & Co., Ltd.	About 21st inst., at Noon.
AUSTRALIAN PORTS via MANILA	West Hika	Am.	Los Angeles Pacific Nav. Co.	About 15th inst.
AUSTRALIAN PORTS via MANILA	St. Albans	Brit.	Nippon Yusen Kaisha	On 22nd inst., at 11 a.m.
AUSTRALIAN PORTS via MANILA	Taiyuan	Brit.	P. & O. S. S. Co., Ltd.	About 22nd inst.
AUSTRALIAN PORTS via MANILA	Bwah Ping	Chl.	The China & Australia S.S. Co.	On 23rd Jan.
YAGARAI, KORE & YOKOHAMA	Panama Maru	Jap.	Ozaka Shosen Kaisha	On 8th Jan.
YAGARAI, KORE & YOKOHAMA	Kiyo Maru	Jap.	Toyo Kisen Kaisha	On 15th Jan.
YAGARAI, KORE & YOKOHAMA	Nikko Maru	Jap.	Nippon Yusen Kaisha	On 17th inst., at 3 p.m.
YAGARAI, KORE & YOKOHAMA	Gregory Apar	Brit.	P. & O. S. S. Co., Ltd.	About 17th inst.
YAGARAI, KORE & YOKOHAMA	Yingchow	Brit.	Butterfield & Swire	On 18th inst., at Noon.
YAGARAI, KORE & YOKOHAMA	Yokohama Maru	Jap.	Nippon Yusen Kaisha	On 18th inst.
YAGARAI, KORE & YOKOHAMA	Wingsang	Brit.	Jardine, Matheson & Co., Ltd.	On 18th inst., at 11 a.m.
YAGARAI, KORE & YOKOHAMA	Sunkang	Brit.	Butterfield & Swire	On 18th inst., at Noon.
YAGARAI, KORE & YOKOHAMA	Paul Leat	Brit.	Messageries Maritimes	About 18th inst.
YAGARAI, KORE & YOKOHAMA	Tihibas	Jap.	Java-China-Japan-Lijn	About 28th inst.
YAGARAI, KORE & YOKOHAMA	Suehoo	Brit.	Butterfield & Swire	On 21st inst., at Noon.
YAGARAI, KORE & YOKOHAMA	Luchoo	Brit.	Butterfield & Swire	On 21st inst., at 10 a.m.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BRERA DELAGOA BAY, DURBAN (Suez), EAST LONDON, FORT ELIZABETH and CAPE TOWN direct or with transshipment at OALOUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE LTD.
Managing Agent.

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON, ROTTERDAM & ESBJERG (DENMARK)

"CITY OF FLORENCE" 7th Feb.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE LTD.

or to RUSSELL & CO., CANTON.

General Agents.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Ball
SHANGHAI and TIENTSIN	"YINGCHOW"	On 18th Dec. 4 P.M.
SWATOW and BANGKOK	"LUCHOW"	On 21st Dec. 10 A.M.
AMOI, SHANGHAI & FUKOW	"SZECHUEN"	On 21st Dec. Noon.
MANILA, CEBU & ILOILO	"HUICHOW"	On 21st Dec. 3 P.M.
SHANGHAI	"HINKIANG"	On 23rd Dec. Noon.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation. Ample Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all ports in Northern China. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"HAILONG" ... Capt. J. R. Thomson ... TUESDAY, Dec. 21st at 12 Noon.
"HAICHING" ... Capt. A. H. Stewart ... MONDAY, Dec. 27th at 12 Noon.
Calling at Swatow for Passengers Only.

Arrivals and Departures from the Company's Wharf (near Elake Pier).

For Freight and Passage apply to—

DOUGLAS LIPPAIK & CO.,
General Manager.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE.

OCEAN S.S. CO. LTD. and CHINA MUTUAL S.S. CO. LTD.

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong.

"HOMBO"	via Suez	20th Dec.
"CITY OF AGRA"	via Panama	7th Jan.
"LAOMEDON"	via Suez	13th Jan.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, THE BANK LINE LTD., HONGKONG.
HONGKONG and CANTON.

P. & O. - BRITISH INDIA.

APCAR AND EASTERN &

AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

SS	Tons	From Hongkong (about)	Destination
"DEVANHA"	8,100	19th Dec. 10 A.M.	Marseilles, London & Antwerp
"SICILIA"	8,700	1st Jan.	Marseilles, London & Antwerp
"BREMEN"	11,500	10th Jan.	Marseilles & London
"DILWARA"	8,400	11th Jan.	Singapore, Colombo & Bombay
"BANCA" (Cargo)	8,000	23rd Jan.	Marseilles, London & Antwerp
"FLASSY"	8,200	23rd Jan.	do
"DELTA"	8,000	4th Feb.	Singapore, Colombo & Bombay
"DILWARA"	8,400	14th Feb.	do
"LABORE" (Cargo)	8,300	14th Feb.	do

BRITISH INDIA - APCAR SAILINGS (South)

"TANDA" 7,000 29th Dec. (Calcutta via S'pore & Rangoon)

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,600	23rd Dec.	Sandakan, Thursday Island,
"EASTERN"	4,000	17th Jan.	Canton, Townsville, Brisbane,
"KANOWHA"	7,100	16th Feb.	Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"GREGORY APCAR"	4,800	17th Dec.	Shanghai & Japan.
"FLASSY"	7,400	23rd Dec.	Shanghai & Japan.
"BANCA" (Cargo)	8,000	23rd Dec.	Shanghai & Japan.
"DILWARA"	8,400	23rd Dec.	Shanghai & Japan.
"EASTERN"	4,000	31st Dec.	Japan direct.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Irrefragable.
1st Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates available to be cancelled or altered without notice.
Passes Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice. Any damaged packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors Messrs. Gordon & Torrens, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.
For Further Information, Passages, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.
"HAYRE MARU" ... Wednesday, 24th Jan.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS
DURBAN & CAPE TOWN via SINGAPORE.
"PANAMA MARU" ... Sunday, 9th Jan.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.
"INDUS MARU" ... Wednesday, 2nd Dec.
BANGKOK, BANGKOK & SINGAPORE—Regular monthly service.
"SHISEN MARU" ... Sunday, 2nd Jan.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.
VICTORIA, VANCOUVER, SEATTLE & TACOMA
via Manila and Shanghai—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.
"ARAKI MARU" ... Wednesday, 29th Dec.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.
"AMUR MARU" ... 27th Jan. 1922.

NEW ORLEANS LINE
"SUMATRA MARU" ... Sunday, 19th Dec.

JAPAN PORTS—Shanghai, Moji, Kobe & Yokohama.
KEELUNG via SWATOW & AMOI—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.
"AMAKURA MARU" ... Sunday, 19th Dec.

TAKAO via SWATOW & AMOI.
For sailing dates and further particulars please apply to—
Y. YABUDA, Manager,
No. 1, Queen's Building.
Tel. Nos. 744 & 745.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	1st Hongkong for Australia
"TAIYUAN"	27th Dec.	2nd Jan. 1922.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superb accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.
For Freight and Passage apply to— BUTTERFIELD & SWIRE, Agents.

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
KORAMA MARU	90,000	Dec. 17th.
SHIRAKA MARU	90,000	Dec. 31st.
TENYO MARU	90,000	Jan. 15th.
SHIRAKA MARU	90,000	Feb. 7th.
SHIRAKA MARU	90,000	Feb. 24th.

† Calling at Dairen instead of Nagasaki.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HLG, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.
Through by TRANS-ANDIN RIVER to BUENOS AIRES.

STEAMERS TONS LEAVE HONGKONG

KIYO MARU 17,300 Jan. 16th, 1922.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager,

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Departure	Sailing Date
SHANGHAI, KORE & YOKOHAMA	"PAUL LECAT" ... 90,000	On or about 25th Dec.
MARSEILLES via SINGAPORE, COLOMBO, DUEBOUT, SUEZ, PORT SAID	"OHILLI" ... 10,000	On or about 18th Dec.
	"AMAZONE" ... 10,000	On or about 31st Dec.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. BODENFUSER.

Acting Agent, Queen's Building.

Telephone 740.



TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board's boats

For SEATTLE, TACOMA, VICTORIA, & VANCOUVER

"CROSSKEYS" ... About Jan. 1st.
"EDMORE" ... About Jan. 24th.
Calling at Shanghai and Dairen.

For PORTLAND direct.

(Calling at Kobe and Yokohama).
"MONTAGUE" ... About Jan. 1st.
"PAULET" ... About Mar. 7th.

Through Bills of Lading issued to Overland Carriers.

For Freight and Particulars apply to

THE ADMIRAL LINE.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "CITY OF BERKELEY" about 20th Dec.

S.S. "SURUGA" ... about 20th Dec.

For HAVANA CUBA.

S.S. "CITY OF BERKELEY" about 20th Dec.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE.

TELEPHONE 2477 & 2478

AGENTS

via Floor

HOTEL KAPPA

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CHINA-AUSTRALIA MAIL S.S. LINE

For AUSTRALIAN PORTS via MANILA & SANDAKAN

"HWAH PING" January 13th.

"VICTORIA" February 10th.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.

112, Connaught Road Central.

